



Hongkong Daily Press.

ESTABLISHED 1867

Registered as a Newspaper at the General Post Office in the United Kingdom

IF THE EYES
ARE THE WINDOWS
OF THE SOUL
YOUR GLASSES
ARE THE WINDOWS OF
YOUR PERSONAL
APPEARANCE.
N. LAZARUS,
Optician,
12, Queen's Road C. VI

No. 20,059

號九十五零二第

日五十月八年戌戊

HONGKONG, THURSDAY, OCTOBER 5TH, 1922. 四拜禮

號五月十年一十國民華中

PRICE, \$3 PER MONTH

INTIMATION

A most Refreshing
Drink for Summer

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VERMOUTH

With Cold Water.

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W. W. GREENER, LTD., 29, Pall Mall,
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a few sample models "Greener" Guns
now being shown at our store.

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Mirror Making.
Canton Marble in Various Shades.
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Undertaken.
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FRENCH LESSONS

M. VOUSSEIN,

15, Morris Hill Road.

PEAK TRAMWAY CO. LIMITED.

TIME-TABLE.

WEEK DAYS.		NIGHT CARS.	
7.00 a.m. to 8.00 a.m. every 15 minutes		8.50 p.m. to 9.00 p.m. every 30 minutes	
8.00 " " 10.00 " " 10 "		9.30 p.m. to 11.00 p.m. every 30 minutes	
10.00 " " 11.00 " " 15 "		11.15 p.m. to 11.45 p.m. every 15 minutes	
11.30 " " 12.30 p.m. " 15 "			
12.30 p.m. to 2.30 p.m. " 10 "			
2.30 " " 4.00 " " 15 "			
4.00 " " 8.10 " " 10 "			
SATURDAYS.		SUNDAYS.	
7.00 a.m. to 9.30 a.m. every 15 minutes		7.00 a.m. to 9.30 a.m. every 15 minutes	
9.30 " " 12.00 " " 10 "		9.30 " " 12.00 " " 10 "	
11.15 " " 12.00 noon " 15 "		11.15 " " 12.00 noon " 15 "	
12.00 noon to 1.00 p.m. " 15 "		12.00 noon to 1.00 p.m. " 15 "	
1.00 p.m. to 4.00 " " 15 "		1.00 p.m. to 4.00 " " 15 "	
4.00 " " 8.10 " " 10 "		4.00 " " 8.10 " " 10 "	
NIGHT CARS.		SPECIAL CARS.	
8.50 p.m. to 9.00 p.m. every 30 minutes		Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or Cheque or Compro Order or presented Bank Notes.	

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after FRIDAY, SEPTEMBER 15TH, 1922, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Station	No. 1	No. 2				No. 3				No. 4				No. 5				No. 6				No. 7				No. 8				No. 9				No. 10				No. 11				No. 12				No. 13																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
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SHIPBUILDERS AND ENGINEERS
London, Southampton and Basle.

PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 8,000 TONS.
OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVER)
UP TO 50 KNOTS.

TURBINES AND RECIPROCATING MACHINERY AND PROPELLERS.
MARINE AND STATIONARY OIL ENGINES
8 TO 90 H.P.
MOTOR VEHICLES 2 TO 6 TONS.
WATER-TUBE BOILERS.

For quotation, apply—

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The "Embassy" SPORTS COAT.

Freedom of movement. Good taste and style.
have been combined, and the result is a
Coat that gives a well-groomed ap-
pearance and yet fulfills the keenest golfer's
needs in regard to the game.

Expert cutting and skillful tailoring have
made the "Embassy" Coat a perfect
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Stocked in a large range of tweeds in
various colours and textures.

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BRANDIES.

"1875 VINTAGE"
"GRANDE RESERVE"
"INVALID"

THREE FAMOUS BRANDS

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GIVE US A CALL AND SAMPLE THEM FOR YOURSELVES.

CARTERS.

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WORKS, LTD.

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SPORT. TENNIS.

The officers of the Garrison were "At Home" to their friends and other ranks of the Garrison yesterday afternoon on the Tennis Courts at Happy Valley, when the Tennis Challenge Competition was played.

The G.O.C. Major-General Sir John Fowler, K.C.M.G., C.B., D.S.O., and Lady Fowler attended to witness the final.

The final was played as follows:—
Q.M.S. Foster and S.Sgt. Haynes (R.A.O.C.) beat Sgt. Holloway and Gr. Holloway (R.G.A.), 6-3, 6-1.
C.S.M. Pearson and Sgt. Townsend (R.E.) beat S.S.M. Stroud and Sdr. Lawley (R.A.S.C.), 6-1, 6-2.

The final was well contested, Mr. H. A. Nesbit performing the duties of umpire.

The first set went to all, and Pearson and Townsend taking the next two games in succession took the set 6-1.

The second set saw the first 2 games go to the R.E. pair after a couple of deuces, Haynes and Foster took the third game, but the R.E. pair winning four games in succession took the set 6-1.

The third set opened in favour of Foster and Haynes, but Townsend and Pearson took the next and the score was one all.

Haynes and Foster had two wins, making the score 2 to 1 in their favour.

Townsend and Pearson took the next three and then a rally by the R.A.O.C. pair enabled them to take the next three games and win the set 6-4.

The fourth set commenced with a win for the R.E. pair after deuce, and Foster and Haynes took the second.

The third game went to R.E. after which the R.A.O.C. pair were seen to advantage, winning games in succession and the score stood 3 games to 2 in their favour.

Foster lost his service game and the fourth game was stubbornly contested, the R.A.O.C. taking it to deuce and with advantage in required only an ace to win the set. However, after 3 deuces the R.E. pair won, and taking the next game the score was called "games all."

Foster and Haynes took the 11th and the R.E. pair the 12th, 6 all.

Townsend and Pearson won the next 2, the last game going to deuce, and won the final by 6-4, 6-1, 4-6, 8-6.

At the conclusion of play Lady Fowler presented the prizes.

Challenge Cup and Winners Cup, C.S.M. Pearson and Townsend, R.E.
Runners-up Cup, Q.M.S. Foster and S.Sgt. Haynes (R.A.O.C.).

Garrison Tennis League Shield: R.E. "A" team each member of the team received a silver cup. Runners-up: R.A.O.C. Col. Butterworth, R.E. President, Garrison Recreation Club Committee, called for three cheers for Lady Fowler, which were heartily given.

The arrangements for the Garrison Challenge Doubles were ably carried out by Major Ch. Hickling, D.S.O., R.G.A.

The Band of the 2nd King's Regiment, under Bandmaster Hemsley, was in attendance.

CRICKET.

There will be a further practice match on the Club ground on Saturday, 7th, commencing at 2 p.m. sharp. Sides:—

R. Hancock (capt.), Capt. P. H. Davies, G. R. Sayer, D. E. Donnelly, Lieut. W. D. Bacon, Major Matthews, F. J. de Rome, E. B. Reed, Capt. R. Le Fleming, L. J. Davies, A. el Arculli.

T. E. Pearce (capt.), E. G. Lammer, H. Owen Hughes, A. L. Gace, R. E. A. Webster, A. E. Wood, B. D. Evans, Capt. C. O. Oliver, C. Stapleton, A. A. Runjahn, U. Umar.

There was no cricket on the following day, owing to rain, and the match between Mr. C. I. Thornton's XI. and the M.C.C. team for South Africa was abandoned.

"THE DEVIL" AT THE CORONET.

Hongkong is invited to see "The Devil" at the Coronet to-night. It is in every respect a superlative picture. Based on the famous stage success of the same name, "The Devil" gives the noted American actor, Mr. George Arliss, his greatest role for his debut on the screen. Supported by a brilliant company he makes the acting one of the most remarkable features of a very remarkable film. Produced with rare skill and insight, each of the seven reels abounds in action and colour. Beautiful and bizarre are many of the settings, notably the Devil's ball masque at which a unique Dance of Hades is performed by five maidens of rare beauty. "The Devil" is revealed as a polished villain who delights in wrecking the lives of those who trust him most and the manner in which he meets his defeat is a story that could not fail to arouse the interest of the most blasé picturegoer that ever went to see a picture.

"EGRA'S" TYPHOON ADVENTURES.

B.I. STEAMER COMES SAFELY TO PORT.

The story of how the B.I. steamer *Egra*, on which H.E. Sir Laurence Gaillard travelled from Hongkong to Singapore, weathered a violent typhoon in the China Sea, was told to a *Free Press* reporter by officers of the steamer. A few hours after leaving Hongkong the *Egra* encountered the edge of the typhoon and on the following day she lived through six hours of torrential rain, a hurricane wind and mountainous seas in very dangerous proximity to its centre. That she emerged safely from the peril, passengers attribute to the skill and seamanship of the ship's officers; while the officers themselves were in agreement that the fact that the typhoon was passed through without serious damage was also largely because the *Egra* rides higher out of the water than the ordinary type of steamer, which would almost certainly have been severely damaged, if nothing more, in the very tempestuous weather that was encountered.

Before the vessel left Hongkong shortly after midday on Tuesday information was received from the Observatory of the presence of a typhoon travelling west in the southern parts of the China Sea. Accordingly a course, further north, was set with the intention of clearing the typhoon, but it was found to be farther north than had been reported. The Gap Rock was passed at about 2.30 and at about 9 o'clock the same day, when about 100 miles from port, the seas started to rise. The *Egra* hove to and steered back on a course for Hongkong, at a reduced speed, with the ship head to sea and wind. The fury of the weather reached its height on Wednesday morning at about 11 o'clock and continued unabated until about 5 p.m. Rain came down in torrents the whole time, the seas swept the bows and the wind was of such velocity that it was impossible to stand against it. All through Wednesday night the bad weather continued, though with decreasing violence and when conditions became normal early on Thursday morning it was found that the vessel was on a level with her original position though more than fifty miles to the eastward. The *Egra* then resumed the voyage to Singapore, where she arrived with her 881 passengers early on Sept. 23rd instead of on Sept. 23rd.

The *Egra* rode out the furries of the typhoon in splendid fashion and she sustained comparatively little damage. Boat fittings and planks were strained, while the wind was of such hurricane force that it flattened together the sides of a galvanised ventilator five feet in diameter. The passengers remained for the greater part of the time below and fortunately nobody was injured. Sleep was impossible and those who attempted it were able and those who attempted it were hung mercilessly from their bunks. Some of the more courageous endeavoured to coax slumber on the deck but the ship was rolling and labouring so heavily owing to the cross seas that there were no better results. The Chinese deck passengers took matters very stolidly, smoking calmly while the typhoon raged. One of the officers who has experienced the violence of weather both east and west of Singapore, stated that he had been through a number of cyclones, but he had never experienced a wind of such force as was experienced by the *Egra*. He stated that he observed a tremendous number of swallows being blown past the ship, and on Sunday they came across a swarm of small swallows, absolutely tired out, and they fell down among the deck passengers giving the impression that they had been blown about at sea for a considerable time.

EXCHANGE IN SEPTEMBER.

Mr. C. A. da Rosa's monthly Exchange Quotations gives the following averages for the month of September:

	Silver	Gold	Exchange
Average Rate Sept. (1922) (Approx.)	2 6 1/2	118 1/2	57 1/2
Highest Rate Sept. (1922) (Approx.)	3 1/2	120 1/2	57 3/4
Lowest Rate Sept. (1922) (Approx.)	3 1/2	117 1/2	56 3/4
Average Rate to date (1922)	2 6 1/2	117 1/2	55 1/2
Highest Rate to date (1922)	2 7 1/2	124 1/2	59 1/2
Lowest Rate to date (1922)	2 4	109 1/2	51 1/2
Average 1919	3 3/4	164 1/2	82 1/2
" 1920	4 3/4	168 1/2	78 1/2
" 1921	2 7 1/2	104 1/2	50 1/2

EYE COMFORT

means better health and better results from your work, and if your eyes require glasses you have careful and expert examination in fitting the proper correction. Eye comfort requires also just an expert care in the manufacture and adjustment of your glasses. You will find it worth while to consult a reliable firm, devoted exclusively to optical work, over ten years experience in the Colony. You will find no better equipment anywhere than in the office and factory of The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, located in 83, Queen's Road Central.—ADVT.

INTIMATIONS

PARTICULARS OF VALUABLE LEASEHOLD PROPERTY SITUATE

No. 13, WING HING STREET, VICTORIA, HONGKONG.

To be sold by Order of the Mortgagee By PUBLIC AUCTION, IN ONE LOT, On

MONDAY, The 23rd Day of Oct., 1922, at 3 o'clock P.M. By Messrs. LAMBERT BROTHERS, At Their Office, DUNDAS STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as SECTION A of INLAND LOT No. 2166 together with the messuages erections or buildings thereon now known as No. 13, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2166 being a scavenging lane. All of which premises are held for the residue of the term of 75 years, from the 15th day of May, 1916, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises and at No. 1 Gordon Street. Particulars and Conditions of sale may be obtained from

Messrs. HASTINGS & HASTINGS, Solicitors, 8, Des Vaux Road Central, and Messrs. LAMBERT BROTHERS, Auctioneers, 1387.

NOW IN HONGKONG! FOR A SHORT TIME ONLY.

MADAME ISIS

CELEBRATED ENGLISH PALMIST AND CRYSTAL GAZER.

MADAME ISIS can be consulted on all business, financial and domestic affairs, which are all treated with the strictest confidence.

MADAME ISIS has met with the greatest of success in her first week, as the many satisfied Clients of this talented lady will testify.

MADAME ISIS is making a World Tour and is only staying in Hongkong for a short time.

MADAME ISIS has had over twenty years' experience in her Art and has read the lives of many famous men and practically all the Ruling Princes in India, where she spent the last five years in this Profession.

Hours of Consultation—9.30 to 1 and 3.30 to 6.00 daily, including Sunday.
Fees—Study and Lecture by the lines of the hand, \$7.50.
Study and Lecture by her Celebrated Method of Crystal Gazing, \$10.00.
Palmists and Crystal Gazers the World over follow in her footsteps and freely acknowledge her leadership.

Room No. 103, KING EDWARD HOTEL. [1541]

MOTOR BOATS FOR SALE.

The Twin Screw Tunnel Stern Motor Launch "ENRICA" (Built of Steel).

Length overall—56' 0".
Breadth moulded—11' 6".
Depth moulded—2' 6".
Draught moulded—18" to 19".
D. W. capacity on above draft—3 tons.
Speed—8 1/2 knots.
Engines—Twin set "Kelvin" Motors, each 30 h.p.
Installed with Electric Light.
Price \$10,000 or near offer.

The Motorboat "KEIKUNG" (Built of Teak).

Length overall—29' 10".
Breadth—7' 5/10".
Draught (approximate)—19".
Engine—"Kelvin" Paraffin Motor.
Price \$1,800 or near offer.

NESTLE & ANGLO-SWISS CONDENSED MILK CO., 11, QUEEN'S ROAD CENTRAL.

ANOTHER BRITISH TRADE UNION QUARREL.

The quarrel between the Sailors' and Firemen's Union and the newer body, the Amalgamated Marine Workers' Union, reached a climax at the Trades Union Congress at Southampton on September 6th, Mr. Cotter, President of the Marine Workers' Union, who was prominent in the Egyptian enquiry, announced that he had been served with a writ seeking to restrain the Marine Workers' delegates from voting at the Congress. Mr. Cotter said his Union had been blackballed, blackmailed and slandered. Mr. Havelock Wilson was absent from the Congress, but Mr. Henson, for the Sailors' and Firemen's Union, objected to the Congress wasting time. His proposal to refer the matter back to the general council was withdrawn on a representative of the council undertaking to do his utmost to bring the parties together to maintain the trade union party. Mr. Justice Bomer, of the Vacation Court declined to continue an injunction restraining Mr. Cotter from representing the Marine Workers' Union, including Southampton.

INTIMATIONS

J. B. LAL. THE ABLE INDIAN PHYSICIAN FROM SINGAPORE.

is now ready to receive anyone who wishes to consult him on the following diseases, viz., Cold, Catarrh, Headache, Hemiparesis, Earache, Giddiness, Toothache, Running of the Nose, Neuralgia, etc., etc., and

GUARANTEES TO CURE the above diseases in less than TWO MINUTES.

I can cure all kinds of Eye diseases as well as other sicknesses and guarantee to cure radically.

\$1,000 REWARD.

A Reward of \$1,000 (one thousand) will be paid to any person who is able to cure the above mentioned diseases within 3 minutes, providing he does not make use of any medicine.

The medicine is my own preparation. Consulting charge ... \$3.00
Visiting Fee ... 5.00

Consulting hours 9 A.M. to 12 Noon, 3 P.M. to 6 P.M.

J. B. LAL. 6/6 KING EDWARD HOTEL, Room No. 48. [1335]

New Consignments of the well-known Vafadis' Egyptian Cigarettes arriving monthly—Crown Prince, Non Plus Ultra, and Superfines.

For the Ladies—"DAMES" and "LA FRANCE."

FOR PRICES, WHOLESALE AND RETAIL, APPLY AT THE SOLE AGENTS—

HONGKONG CIGAR STORE. SHIPS SUPPLIED OUT OF BOND. [1458]

X M A S C A R D S
SELECT YOURS NOW
Brewer & Co. [1349]

Shining eyes and glossy curls

—of your little boy or girl, that will not forever stay, capture in pictures TO-DAY!

We have the sort of an outfit you want. Let us show it to you. 26, Des Vaux Road, Central.

FOR SALE

LAND, approximately 7,000 square feet on a waterfront at Shaukei, with modern 11 storied brick and concrete building suitable for office and godown. Further details apply. 4851. W. H. HUMPHREYS & Co.

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for Boxes QV, EF, BU, BW, TH, TU

WANTED—Young Married Russian Lady, good family, desires any kind of Employment. Has some knowledge of Sewing, 2 years experience as Red Cross Nurse. Speaks fair English. Reply to Box V.B., c/o Daily Press Office. [1516]

TO BE LET—GODOWN—Spacious Two storied Godown, situated on the Praya near Bowington Canal, and containing approximately 5,000 square feet on each floor. To be let to the end of the year. Apply 1/2, office of this paper. [1524]

KOWLOON RESIDENTS' ASSOCIATION.

MORE POLICE FOR KOWLOON.

Kowloon residents will be pleased to learn that, in response to a letter of protest regarding the lack of adequate police protection, the Kowloon Residents' Association has received a definite promise from the Government that more police will be stationed in Kowloon. The Government's letter, which was read at the ordinary monthly meeting of the Committee held on Monday evening, further stated that "the recent arrival of recruits from England makes it possible to transfer more Europeans to Kowloon; and the Asiatic Police will be brought fully up to strength on the arrival of the men who are coming from Weihaiwei."

THE CHILDREN'S PLAYGROUND.

Among the other interesting matters dealt with was a letter from the Government stating that although it could not see its way clear to increase the covered-in accommodation at the children's playground in Chatham Road, such as the Committee had applied for, it had no objection to the erection of additional wings. The Public Works Department is now being consulted on the matter.

BATHING FACILITIES.

It was also reported that in all probability Kowloon will have its own bathing facilities next year, although this matter is still in the negotiation stage. It is hoped that before another bathing season comes round arrangements will be completed whereby a swimming pool, with all the necessary dressing accommodation, will have been provided in Hung Hom Bay.

INCREASED MEMBERSHIP.

The report of the Hon. Treasurer showed that there had been a further increase in the Association's membership during the past month, whilst the financial position is eminently satisfactory.

LEARNING TO DRIVE.

DISPUTE OVER A COURSE OF LESSONS.

An action concerning a fee paid for instruction in motor car driving was heard by the Police Judge (Mr. J. R. Wood) yesterday morning.

According to the story of the would-be driver (an Indian), the proprietor of the Star Garage agreed on June 20th to teach him motor driving in consideration of the plaintiff paying him \$100 down and another \$100 when the plaintiff secured his driver's licence. When he went to the garage for his first lesson the Chinese drivers refused to teach him and when he saw the proprietor (Mr. Silva) about it the latter said that, it being summer time, they were too busy to teach him that month. When he called again Mr. Silva told him that there was no time to teach him, and advised him, as he would not be able to understand instructions given by Chinese, to go to an Indian driver to learn. Later on Mr. Silva repaid \$30 and promised that the balance should be forthcoming in the following month. He also undertook to give back the I.O.U. which the plaintiff had given in respect of the \$100 to be paid when he got his licence. The plaintiff claimed the return of the balance of \$70 and of the I.O.U. and costs of the action.

The defence was that after the plaintiff had been given two lessons he came to Mr. Silva and asked him for \$50 with which to procure a passage to Singapore. Mr. Silva gave him \$30 and said that if he returned to Hongkong he would be permitted, on giving back the \$20, to continue the lessons.

Ascertaining that the plaintiff was now desirous of continuing with the lessons, the Judge suggested that the case should be adjourned and that in the meantime the plaintiff should repay the \$30 and the parties should proceed with the course.

Mr. M. W. Lo (for the defence) said that he would press for costs as his client was willing, all along, to give the lessons.

The Judge: I think the offer of \$30 was a mean offer.

Mr. Lo: Not from a business point of view perhaps.

Finally it was agreed that the plaintiff should pay \$10 towards the defendant's costs and that the case should be adjourned sine die in order that the course suggested by the Court might be adopted.

Mr. H. O. Lee represented the plaintiff.

THE KOWLOON THEATRE.

For the next three nights—Thursday, Friday and Saturday—the ordinary picture programme at the Kowloon Theatre is to be supplemented by several ballet numbers, which will be offered by Miss Just Thomas, a talented prima ballerina, who will appear in a number of classical dances. The music for her offering will be furnished by Professor Valdemiroff.

THE TALE OF A BICYCLE.

FAILURE TO REPORT THEFT LEADS TO LOSS OF MACHINE.

If Genaro Calvo, a Kowloon youth, had reported the loss of his bicycle to the police at the time when he first missed it, instead of nearly a month later, it is quite likely that it would have been recovered and returned to him. As it was he was able to identify the cycle as his at the Magistracy yesterday, when three Chinese were charged with receiving the bicycle, knowing it to have been stolen property, but the police were unable to secure a conviction and consequently the bicycle remains the property of one of the three defendants.

In the witness-box the youth told the Magistrate that the bicycle was given to him by his uncle, during the recent summer's strike. There was a mark "Bosch Bros." on the frame, but this had been painted over. The machine disappeared from his home about three weeks ago. He did not report the matter to the police.

The Magistrate (Mr. Lindell): Why didn't you make a report to the police?

The youth: I thought it was at home somewhere, so I did not worry.

Continuing the witness said he had two bicycles, and consequently he did not bother much about the one that was stolen. On Monday afternoon he was told by a friend that he had seen the bicycle in a shop at Yaumati. He went there and recognised the bicycle as his. He then reported the matter to the police.

The Magistrate: Had any change been made to it except that the frame had been painted over?

Calvo, replied that the tyres, wheels and saddle had been changed. He identified the handle bars by a wooden grip which had a peculiarity. One of the pedals had been changed.

In reply to the Magistrate, Calvo said he first missed the bicycle on the 3rd or 4th of September.

Asked if he had any questions to put, the first defendant said he bought the bicycle from the second defendant last year. The second defendant in turn said he purchased the machine from the third defendant on November 20th, 1920.

A Chinese detective gave evidence as to visiting the Ming Sun bicycle shop at No. 106, Nathan Road, on Monday afternoon. The complainant there identified the bicycle as his. The first defendant said he was the master of the shop and took him to Kowloon City where the second and third defendants lived. The second man said he purchased it from the third man and the third man from an older brother.

Examined by the Magistrate, the first defendant said that he did not keep any account books now and that his account books for the last year had been destroyed. He had a bill proving that he purchased the machine from the second defendant.

The Magistrate said he did not think that any case had been made out. The bicycle seemed to have been entirely altered though it was shown quite openly in the shop, and that was not very far from where it was stolen.

Inspector Willis: Will your Worship make an order for the return of this bicycle?

The Magistrate: I cannot do that. There is no conviction and unless there is the property cannot revert.

"Are you willing to return the bicycle to the complainant?" asked the Magistrate of the first defendant.

The man replied that he could not as he had paid for the machine.

The three defendants were then discharged.

Addressing the complainant, the Magistrate said: You lost your bicycle and you took no steps to recover it until your friend told you where it was, and that was some time afterwards. As it is, the first defendant bought the bicycle in all good faith and therefore you must lose your machine.

SERIOUS CHARGE AGAINST A DOCTOR.

The date for hearing the case, in which Dr. W. T. Cheung is charged with making a false statement to the Registrar of Births and Deaths in respect of the death of a Chinese, has been fixed for Friday afternoon, the 12th inst. The case will be heard before Mr. Hamilton.

"EMPRESS OF AUSTRALIA."

RETURNING TO VANCOUVER OWING TO MACHINERY DEFECTS.

We are informed by Mr. Allan Cameron, Oriental Manager, Canadian Pacific Steamship Line, that he has received cable advice that the *Empress of Australia* is returning to Vancouver owing to machinery defects, and that at present her sailing date to the East is uncertain.

HANGED IN A POLICE CELL. DETERMINED CASE OF SUICIDE.

YESTERDAY'S DEATH INQUIRY.

An inquiry into the death of a police prisoner who committed suicide in a cell at the Kowloon Water Police Station was conducted at the Magistracy yesterday afternoon, by Mr. R. E. Lindell, Coroner. The jury was composed of Messrs. T. F. Sherman, Yung Tsz Ming and Omar.

The deceased was found dead, hanging from the grating above the cell door. He had tied his trousers to one of the bars and placed his neck in the loop.

Dr. Smalley, Government Medical Officer in charge of Kowloon and the New Territories, said that on the afternoon of the 19th ult. he went to the Water Police Station, in response to a telephone call, and found the deceased lying dead in one of the cells with a mark round his neck. A post-mortem examination showed that death was due to strangulation.

In reply to the Coroner, the witness said it was possible for the man to tie the legs of his trousers to a bar of the grating by climbing on top of a sub in the cell and then put his neck into the loop so formed and kick away the tub.

Sgt. H. E. Langley, of the Water Police, said he was on charge-room duty on the 19th inst. The deceased was alone in No. 1 cell and there was another prisoner in No. 2 cell. Between 8 a.m. and 12 noon witness visited the cells twice and found everything in order. In the afternoon witness visited the cells at 1.15 p.m. and, again, everything was all right. There were two Chinese constables on duty in the charge-room. Their instructions were to visit the cells at regular intervals, but there was no constable actually on cell duty. At 3.50 p.m. witness was relieved by Sergeant Joy. About that time he had instructed a Chinese constable to count the prisoners in the cells in order to make up his prisoners' record before going off duty. A few seconds later the constable came running back and made a report, in consequence of which witness visited No. 1 cell and there found the deceased hanging from the grating above the door. He had taken off his trousers and secured the waist-band to the grating above the cell door.

The Coroner: How had he got up so high?—Witness: In the left-hand corner of the cell there was a bucket. He may possibly have stood on this and from there reached the grating and then swung himself off the bucket. The noose was quite loose. Continuing, witness said that Sergeant Joy held the body while he cut it down. It was still warm, but dead.

A Chinese constable deposed that he had instructions to visit the cells at intervals of half an hour. The deceased was taken out for police enquiries between 9 a.m. and 12.30 p.m. During the afternoon witness visited the cell 5 or 6 times, the last occasion being at 3.30 p.m. At 3.50 p.m. Sgt. Langley sent him back to count the prisoners, and he then found the deceased hanging by his neck.

Sub-Inspector Shannon said the deceased was arrested on the morning of the 18th for stealing a pair of shoes from the Kowloon Theatre. He was charged before the Magistracy the same morning, pleaded guilty, and was remanded in custody pending further enquiries regarding the theft of a number of chairs. At about 9.30 a.m. witness took the prisoner to Yaumati and there recovered a number of chairs and buckets. Prisoner was returned to the cell at 12.30 p.m. He was then cheerful and gave the police all the information required.

In reply to the Coroner, Inspector Angus, in charge of the Water Police Station, said that the constables on charge-room duty were instructed to visit the cells at regular intervals of half-an-hour.

The Coroner, in summing up, said there seemed to be no doubt as to the cause of death. The only point was whether or not the Jury was satisfied with the police precautions. If they considered that this casualty could not have been prevented they would return a plain verdict of suicide. If they desired to add any comment to their verdict they were at liberty to do so.

After a brief absence the Jury returned a verdict of suicide, to which they added the following rider:—

"That the bars of the cells above the door way and also where the cross-bars intersect the vertical bars should be protected on the inside by fine mesh netting of considerable strength to prevent occupants of the cells in future taking a similar course to that outlined in the present case."

MURDERER HANGED.

Ka Tai Mei, who murdered his step-mother two years ago by shooting her, and, who afterwards disappeared from the Colony, suffered the extreme penalty of the law, yesterday morning, when he was hanged at Victoria Gaol. The man was arrested about three months ago in his mother's house at Pictou Road and was tried and convicted in the Supreme Court at the end of August.

RESPONSIBILITY FOR A NUISANCE.

LAND INVESTMENT COMPANY FINED.

The hearing was concluded, yesterday, before Mr. Hamilton, at the Magistracy, of a summons against the Hongkong Land Investment Company, as the owners of Ngan, Che Ching Lane for failing to comply with a notice to abate a nuisance by clearing a choked waste pipe.

Inspector Reid, of the Sanitary Department, gave evidence of the service of the notice.

The Magistrate asked why the summons was served on the owners.

Inspector Reid said he visited the houses in the lane to determine who was responsible, but found that the gratings in the kitchen sinks on each of the three floors were unchoked so, as none of the tenants appeared to be responsible, he served the summons on the owners.

Mr. W. J. Wilkinson, overseer of the Hongkong Land Investment Company, who represented the Company in the case, produced certain documents relative to a private agreement with the Sanitary Department which fixed the responsibility in these cases.

The Magistrate, after perusing the documents, said there was a letter from the Medical Officer of Health stating that nuisance notices should be served on the lessees of Chinese tenements owned by the defendant Company. In this case, apparently, the Department could not fix the responsibility on any of the tenants.

Mr. G. R. Sayer, Head of the Sanitary Department, who conducted the prosecution, said it was admitted that the drain was choked, and the Department had served notices on the defendants which were not complied with. The only defence was that the Company had a private agreement with the Department, that notices in respect of nuisances were to be served on the sub-lessees. Whilst admitting the existence of such an agreement, Mr. Sayer pointed out that the Company had the remedy, if they had an objection to being summoned in the present case, to ask for a review of the notice under the Ordinance. All they had to do, after receipt of the notice, was to remind the Department of the agreement. The Sanitary Department, on many occasions, had to deal with the sub-lessees of the Company in this matter of notices, and he complained that the register in which the Company was required to fill in the names of the tenants had not, until lately, been kept up-to-date so as to keep the Departmental officers fully acquainted with the particulars required. In many cases it had been the experience of the Department, in serving notices of nuisances committed, that the tenants would say that they had nothing to do with the upkeep of the tenements. Someone must be held responsible and, failing to fix the responsibility upon any of the tenants, the Company must be summoned.

Mr. Wilkinson, replying to what Mr. Sayer had said, informed the Magistrate that it was his practice to visit houses on receipt of a sanitary notice. In this case, the notice was a 48 hour one and this gave him no chance of seeing that the work was done. He added that he had been with the Company for thirteen years and this was the first summons he had seen served on the owners.

Asked by Mr. Hamilton as to why he did not ask for a review of the notice, Mr. Wilkinson replied that the present was an isolated case and they had never expected the work would have to be done by them.

The Magistrate, in imposing a fine of \$25, said the agreement did not affect of concern him at all. He was there to administer the Ordinance and was not bound by any agreement made outside the Court. It was quite clear that the notice which had been served on the owners had to be complied with. With the rest he was not concerned save one point, that the Company had neglected to take advantage of the remedy available to them.

AMATEUR DRAMATIC CLUB.

Vangy is taking in the dubs with her novels; Sylvia is on a fair way to becoming a big film star; Oliver has just been made manager at the motor works; Joyce is just Joyce and a help to her mother. Bobbie is doing jolly well with his song of "Pasion Sweet." It is left to you to find out more on the nights of the 12th, 14th and 18th October by booking early at Moutrie's to-day for the A.D.C.'s production of "I'LL LEAVE IT TO YOU," a light comedy in 3 Acts by Noel Coward.

[1922]

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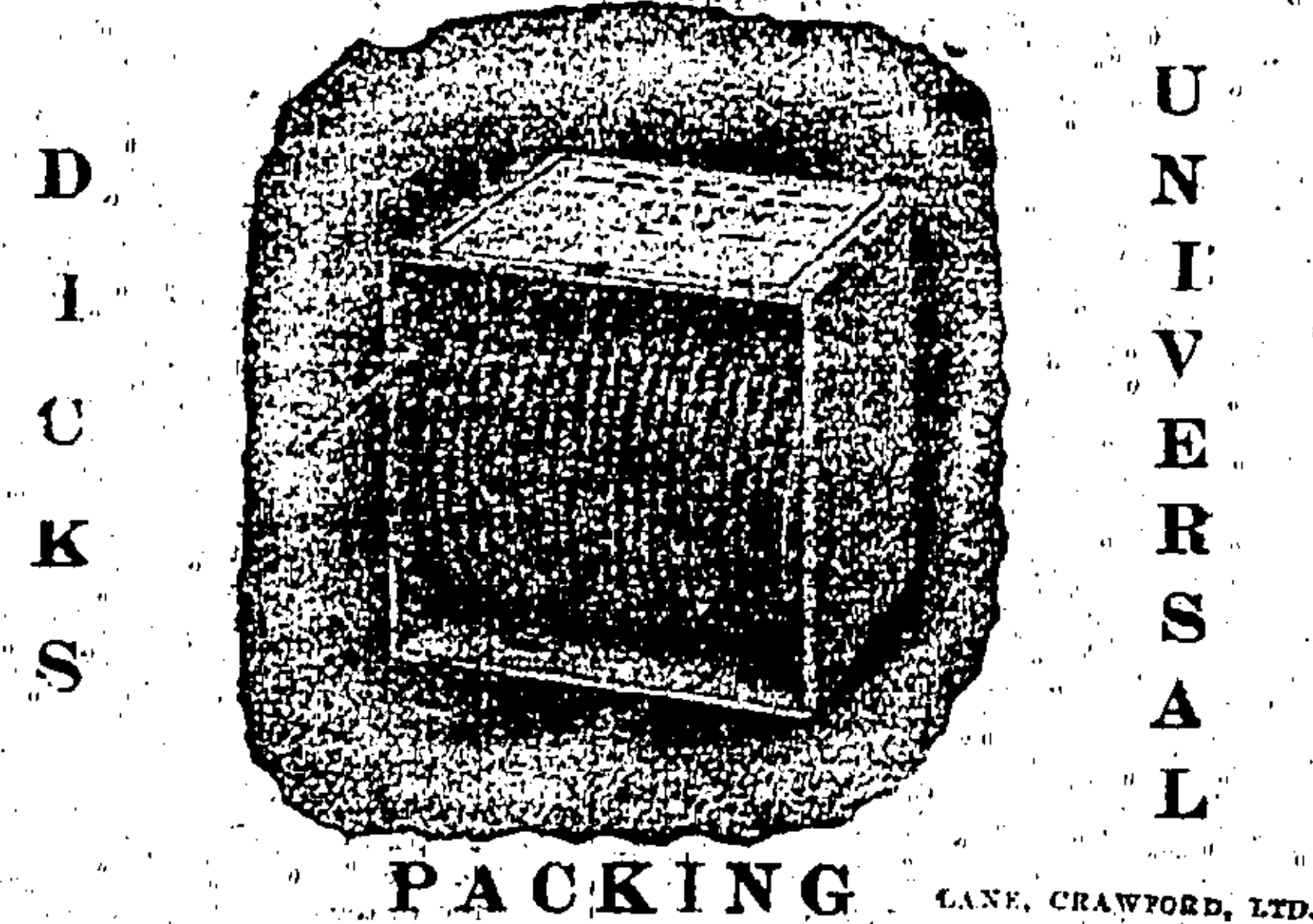
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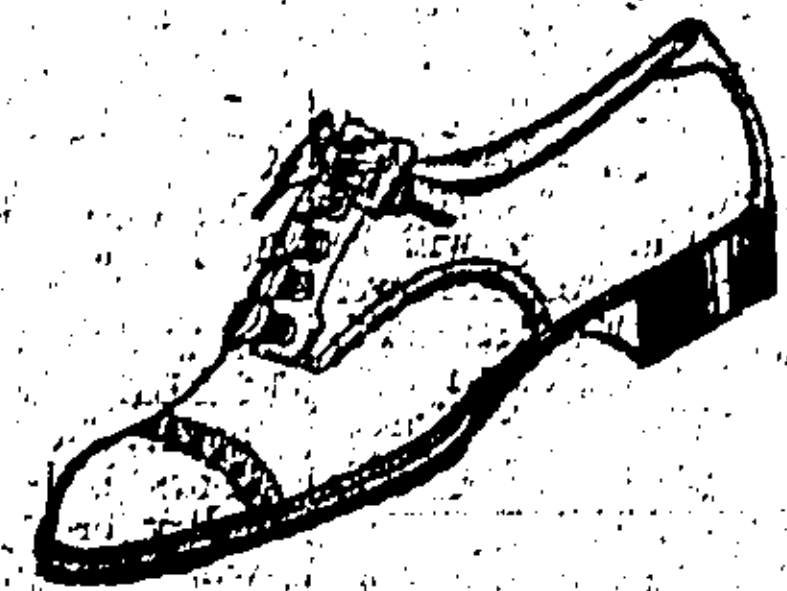
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CABLES.

LATEST CABLES.
(THROUGH ROUTE'S AGENTS.)

POSITION IN THE NEAR EAST
AN APPEAL BY M. VENIZELON.

LONDON, October 3rd.

The attitude of Greece is probably foreshadowed in a letter to the *Times* from M. Venizelos pleading that until the Peace Treaty is concluded and executed East Thrace shall be occupied by Allied troops in order to enable the Allies to assure the orderly evacuation of the Christian population before the Turkish occupation begins. Mr. Venizelos apprehends otherwise that the Turks will annihilate the Christians, and the Allied officers will be powerless to control them.

EARLIER CABLES.

A GROUNDLESS SOVIET PROTEST.

LONDON, October 3rd.

The Soviet's protest against "blockade" of the Straits is described as groundless. There is no blockade of the Bosphorus or Dardanelles.

CONSTANTINE AND FAMILY
REACH SICILY.

PALERMO, October 3rd.

Ex-King Constantine and his family have arrived aboard the *Patria*, escorted by a destroyer.

TURKS RETIRING ON CHANAK
FRONT.

CONSTANTINOPLE, October 3rd.

The Turkish column which withdrew from Erekenkayn, and afterwards moved circuitously, eventually approached closer to Chanak. To-day's report shows a slight backward movement along the entire Chanak front.

EXCHANGES AFFECTED.

LONDON, October 3rd.

Marks depreciated in London to 4.325. Politics in the Near East appear to be worrying Continental exchange operators. Sterling on New York rallied to 4.394.

ALLIED GENERALS MEET TURKISH
LEADER.

CONSTANTINOPLE, October 4th.

The Allied Generals have arrived at Mudania. They had a preliminary consultation this morning and met the Turkish representative, Ismet Pasha, in the afternoon. The meeting was adjourned until to-morrow to allow of the attendance of the Greek General.

ALLIED DEBTS TO AMERICA.

PLAIN TALK BY AMERICAN
BANKER.

NEW YORK, October 3rd.

The well-known American banker, Mr. Thomas Lamont, addressing ten thousand delegates at the American Bankers' Convention, said the question of inter-Allied indebtedness had reached a stage in the public opinion both of America and Europe in which reparations were taking a secondary place. Germany either could not or would not pay anything like the reparations total fixed by the Versailles Treaty. He appealed to the practical sense of Americans to determine what, if any, Allied debts to America could not be collected and should be written off "in order that we may quit fooling ourselves."

Mr. Lamont declared that Europe was mending economically, notwithstanding the stormy political situation. He also criticised the American Tariff, which protects industries not requiring protection, while cutting off important foreign markets from manufacturers and farmers. America was recovering from business depression, though the low prices of farm produce, strikes, the tariff, inter-Allied loans and reparations were still standing in the path of full prosperity.

Mr. Herick, American Ambassador to France, speaking at the same meeting, predicted that within a year America would formulate a programme leading to the rejuvenation of Europe.

LOCK-OUT AT GERMAN
ELECTRICAL WORKS."GO SLOW" POLICY AND THE
RESULT.

BERLIN, October 3rd.

The Siemens-Halske Company has closed its Werner Works, rendering ten thousand workers idle, following threats of violence by a number of workmen in consequence of the dismissal of a shop steward.

The Allgemeine Elektrizitäts Gesellschaft has dismissed ten thousand men from one of its works, owing to the "caanny" attitude of some of the workmen.

FRENCH SHIPPING STRIKE.
GOVERNMENT WILL NOT GRANT
EIGHT HOUR DAY.

PARIS, October 3rd.

Discussing the dispute in regard to the abolition of the eight-hour day for the Mercantile Marine, M. Rio, Under-Secretary for the Merchant Marine, opined that overseas ports would not follow the example of the *Inscrits Maritimes* de Marseille by striking. He was confident that a settlement would be reached, and declared that, whatever the *Inscrits Maritimes* did, the Government's unanimous decision would be strictly adhered to.

DISASTROUS FLOODS IN
NORTH BENGAL.

THOUSANDS OF VICTIMS.

LONDON, October 3rd.

Serious floods are announced from North Bengal extending from Jamalgaon to Santahar. Practically all cattle, houses, and foodstuffs have been destroyed and a large number of lives lost. One report says it is probable that there are thousands of victims. The number of the homeless and destitute is incalculable. Relief measures are being taken.

THE IRISH SITUATION.
FULL AMNESTY OFFERED TO
OFFENDERS.

LONDON, October 3rd.

The Irish Government has issued a proclamation offering a full amnesty to offenders surrendering arms by October 15th.

LIMITATION OF RUBBER
PRODUCTION.DUTCH GROWERS FAVOUR BRITISH
PLAN.

AMSTERDAM, October 3rd.

The *Telegraaf* learns that several Dutch rubber growers, who favour limitation of production, have declared that, if and when the British plan is carried out, they also will voluntarily fall into line with the scheme of restriction.

EARLIER CABLES.

THE RUBBER INDUSTRY.

SUGGESTED METHOD OF IMPROVE-
MENT.

LONDON, October 3rd.

A correspondent in the *Times* suggested that the Rubber Growers' Association should establish a small estate purely for the purposes of experimental and research work and the training of future managers and sub-managers. The *Times* considers the suggestion valuable, and hopes that the Association will carefully consider it.

PASSING THE IRISH
CONSTITUTION.

OATH OF LOYALTY ADOPTED.

LONDON, October 3rd.

The Irish Provisional Parliament, by a large majority, adopted a motion accepting an Article embodying the Oath of Loyalty. The rapid and smooth progress hitherto warrants the belief that the full Constitution, based on the Treaty, will be passed in time for submission to the British Parliament at the autumn session.

STRIKE IN DUTCH CIGAR
FACTORY.

MEN OBJECT TO WAGES CUT.

AMSTERDAM, October 3rd.

A general strike has broken out in cigar factories at Haarlem, Kampen and Delft against a proposed reduction of wages by 5 per cent. and the introduction of a 45-hour week. The strike is only sporadic in Amsterdam, as most of the employers have yielded to the men's objections.

BIG OIL DEPOT FOR
CARDIFF.NEW YORK BACKING THE
ENTERPRISE.

LONDON, October 3rd.

A scheme has been inaugurated at Cardiff for the establishment of an oil-importing industry similar to the Anglo-Persian at Swansea, with a capital of £500,000. It is understood that New York oil magnates are backing the venture.

WHY THE MARK HAS DEPRECIATED.

The City Editor of the *Times* after a visit to Germany wrote a month ago that the currency inflation which was primarily responsible for depreciation of the mark was not due to reparations but to the continuance of the unbalanced finances commenced in 1914. Inflation caused default which will continue unless inflation is stopped. A moratorium should be granted conditional on balancing the Budget and accepting an international commission of control which should be authorised to end the moratorium.

If inflation continues an expert Committee should draw up a scheme for the definite fixation of reparations in conjunction with the settlement of inter-Allied debts and the restoration of sound finance to enable Germany to pay substantial reparations. The position of the mark is not justified by the actual economic conditions but is due to speculative selling. This is proved by the fact that prices and wages are much below the world's level. Marks fell and rose 30 per cent. in a couple of weeks. There should be permanent devolution of the mark and the issue of a new currency. The cessation of inflation would automatically stop the flight of the mark.

CHINESE GOVERNMENT
LOANS.

30 PER CENT. INTEREST.

The following special article is reproduced from the *Peking Daily News* of September 22nd:

On Wednesday morning a Presidential Mandate authorised the suspension of the whole Russian share of the Boxer Indemnity upon the expiration of the period of post-payment. Emphasis must be laid on the word "whole," because in July, 1920, a part of the Russian indemnity—amounting to some £800,000, or about 2-3rds of the whole—was already suspended. The other one-third had been previously postponed for five years by an agreement in March, 1917, with the then Russian Government which was recognised by China, and that agreement expired by the end of this year. As there is no Central Government in Russia which is recognised by this country, payment on this fund cannot be resumed, and, therefore, this one-third, together with the other two-thirds already suspended in 1920, will not be paid after the expiration of the five year period.

This is the sum which will be used as security for the pending issue of treasury notes. Some foreign papers doubt the legality of this measure, because they think this means a repudiation of China's obligation to Russia. In this they are making a great mistake. The Russian indemnity is only suspended because there is no recognised government in Russia to which the money may be paid. It does not mean that the money will never be paid, as is the case with Germany and Austria. In the last two cases, the payment is entirely cancelled, but in the case of Russia, it is only suspended for the time being. When a Central Government in Russia is recognised by this country, arrangements will be made with it concerning the indemnity fund.

An English contemporary also argues that the application of this indemnity fund to a new series of treasury notes involves unfairness to former creditors of the Government. This is plausible, but not true. The fund has never been pledged to any creditor besides the holders of the Seventh Year Short Term Bonds, and when these bonds are completely redeemed by the end of this year, it is entirely at the disposal of the Government. The other two-thirds have been pledged as security for the Third and Fourth Year Bonds, and after their redemption, to the Consolidated Loan Service. But this one-third which is now suspended by Mandate is not pledged to anything after the end of this year.

Neither can it be said that this step means any injustice to the general creditors of the Government. They are all given a pledge of some fund, for instance, salt surplus or wine and tobacco revenue, and they fix their interest rates (in the case of temporary loans) or the price of the bonds (in the case of funded debts) according to their valuation of the security. One case may be mentioned to represent the rest. The Fifth Year Bonds are now quoted at about 40, and many present holders have paid only 20 for them. If the Russian indemnity fund be used as security for these bonds, their quotation will immediately go up to 80 or more. The bondholders would find the value of their investments doubled overnight, without any effort on their part. In other words, they would have received an "uncaptured increment." Hence, in point of justice, there seems to be no need of applying this fund to the old loans.

On the other hand, the Government owes the college teachers and many other public servants salaries which should have been paid long ago. It would mean an injustice to these people if they are not allowed to share some of the proceeds of the new issue. There is, for instance, no reason why the members of the Metropolitan police force, who perform their duties in the streets in fair weather or foul, should not be given preference to the rich investors who live in comfortable homes and speculate in Government bonds. It is to be expected that, if the new issue of treasury notes is successful, the fund will be used partly for payment of former loans and partly for administrative arrears, and in that case, the question of justice must be tempered with considerations for the benefit of the Government.

Whatever might be said of Chang Hu as a public servant, his plan for the consolidation of temporary loans by the issue of the Salt Surplus Bonds is a step which must be done by the Government sooner or later. It was a pity that personal opposition to him should have defeated that plan of consolidation, with the result that the bonds got into circulation in large amounts without in the least diminishing the temporary indebtedness of the Government. These temporary loans all bear interest at 20 per cent. or more (usually 18 per cent. per month which means according to Chinese custom 21.6 per cent. a year), and constitute a heavy burden on the taxpayers, from whom the money must ultimately come for payment of their principal and interest. It is this consideration, rather than the consideration of justice, that argue for the early repayment of the temporary loans. The new issue of treasury notes is fixed at ten million dollars only, an amount which is entirely inadequate to redeem all these obligations, but which cannot be increased because the indemnity fund that will be used as security is limited. It is hoped that the Government will, after the success of this issue is assured, arrange a bond issue for the consolidation of its temporary loans on some other security or the old securities that have been pledged for them.

CLIMBER OVERCOME ON SNOWDON.

Mr. Thomas Armstrong, General Manager of the Commercial Union Assurance, while climbing Snowdon, recently, in the company of his son, collapsed and died.

OUR LONDON LETTER.
LORD NORTHCLEIFFE AND CHINESE
EDUCATION.

(FROM OUR OWN CORRESPONDENT.)

LONDON, August 24th.

SHELL SHOCK.

A Government Blue Book is usually a dull and dry-as-dust record of soulless facts; but the Blue Book just issued on "Shell Shock" containing the report of Lord Northcliffe's Committee of Inquiry into connection with the War Office is a notable exception. I think it would not be too much to say that never before has so much human interest been packed into a Government publication. It contains, for example, the following personal statement by Commander N. D. Holbrook, R.N., who gained the V.C. for his magnificent courage as a submarine commander:

"I used to feel in an awful funk at times," he told the Committee. "It is absurd to say you do not. I have yet to meet the fellow who will lie in his ship at the bottom of the sea and be depth-charged and not suffer 'cold-feet.' I felt the strain, but did not realise it at the time; but when you get back to harbour you must have rest."

This frank confession is matched by others of a similar character, by men equally brave. It provides a basis for argument in any discussion on personal courage in warfare. It explodes the idea that the hero, as the novelists paint him, is incapable of fear.

BROADCASTING.

Many hundreds of people who were in a desperate hurry to provide themselves with wireless receiving sets to "listen-in" to concerts and messages flashing about through the ether are sadly disappointed. The Postmaster-General insists upon some one body being made responsible for the formation of a company—the Wireless Broadcasting Company, it is called—who will make all arrangements under the scheme. Half-a-dozen companies were to have had free scope, each operating in a given area of the country, but obviously it is easier to control one responsible body than many.

LORD NORTHCLEIFFE'S FUNERAL.

Lord Northcliffe's funeral was the occasion of a remarkable demonstration. Faded Royalties and political personages have had there the homage of sepulchral rites, but never before have the doors been opened to a man connected with the making of newspapers. The Dean of Westminster offered the use of the Abbey for a memorial service prior to the interment at Finchley, and no doubt the offer was meant in part as recognition of the assistance that Lord Northcliffe rendered in his various journals to raise the £100,000 needed for the restoration of the historic fabric. The holding of such a service seemed to mark the beginning of a new era. It is significant of changed ideas in this country about the power and position of the Press in relation to national life.

The congregation within the Abbey was representative of almost every section of the community, but it was noticeable that very few politicians were present. As a class they have no reason to love the late head of the Northcliffe Press. Most of them feared him—or rather they were afraid of the tremendous instrument of publicity he controlled—and those who refused to come when he beckoned had to pay for it.

Perhaps the most unusual feature associated with the funeral was a procession of some hundreds of working journalists who marched from Fleet Street along the Strand and Whitehall to Westminster Abbey. It was a sincere tribute to Lord Northcliffe as the man who raised the remuneration and status of newspaper workers higher than before he appeared in journalism. As an employer he was exacting, often capricious, and sometimes ruthless; but he paid like a prince.

It is curiously interesting to read the different estimates that have been published of Lord Northcliffe's life and character. They range from adulation in his own papers to mordant criticism in such journals as *Truth* and *The Spectator*. One point that is generally made is to the effect that in the larger field of affairs he accomplished little that was constructive. The fact, of course, is that he was not really a great journalist in the sense that one thinks of Deane of the *Times*, or Mudford of the *Standard*, or Stead in the palmy days of the *Pall Mall Gazette*. But he was a very great business man, with genius for organisation, and an almost uncanny aptitude for selecting clever people to carry out his ideas.

When Lord Northcliffe burst explosively into Fleet Street in the early nineties and shattered the easy-going ways of the editors of that day where newspapers were content to cater only for two or three million people who took politics seriously. They were the people who read verbatim reports of Parliamentary speeches and discussed foreign affairs with becoming solemnity. The future Peer saw that between 30 and 40 millions were being turned out by the Board Schools who wanted something different—something "snippety" (Continued at foot of next column.)

10,500,000 ROUBLES FOR
ONE POUND STERLING.
AN EXCHANGE PROBLEM FOR A
LONDON JUDGE.

Mr. Alexander Boardman, of Comeragh-road, Fulham, W., was the plaintiff in a petition of right against the Crown in the King's Bench Division in mail week for a declaration that he was entitled to the repayment in sterling of the equivalent of 250,000 roubles which he lent to the Rev. Frank North, the resident British chaplain in Moscow, for the relief of destitute Britons in Moscow in 1919 and 1920. The question for the court was the rate of exchange at which the money should be repaid. The Government had admitted liability.

Mr. J. B. Matthews, K.C., for Mr. Boardman, said the British Government had offered Mr. Boardman £90. 18s. 3d. in settlement of his claim.

Mr. Matthews described how people of British nationality in Moscow were in great distress under the Soviet regime and how no money could be got from home. Mr. North persuaded them to sell up all they had to help each other. Mr. Boardman was one of those who sold all he had.

Mr. Justice Bailhache: A distinct scriptural atmosphere seemed to prevail. They gave all they had to help others—with this difference, that they were given a promise that the money would be returned to them.

Giving evidence for the Crown, Mr. North denied that he gave the people who lent the money an assurance as to the repayment by the Government at any definite rate of exchange.

The court was amused at the statement of Mr. Meyer, a sub-manager of the Russian Bank in London, who said the official quotation at the moment was 10,500,000 roubles to the £. The unofficial quotation was much higher.

Mr. Matthews: To carry away a £5 worth of roubles one would want a motor-lorry. (Laughter.) That's why they used rouble notes as labels for beer bottles.

Mr. Justice Bailhache said he decided that, so far as the Soviet rouble was concerned, there was no rate of exchange. (Laughter.) He thought the proper rate of exchange was 430 roubles to the £. Judgment would be entered for £251. 8s. in favour of Mr. Boardman, with costs.

and smart in the shape of news. He made it his business to exploit this vast constituency of readers, and incidentally revolutionised journalism.

CHINESE EDUCATION.

The last time I met Lord Northcliffe was shortly before he left England for his tour round the world. I called by invitation to see him at his palatial house in Carlton Gardens in order to discuss the question of Chinese education. He was then far from well. At the time I had been writing a number of articles on the subject, which was one that enormously attracted Lord Northcliffe, who seemed to perceive in the extension of facilities for the education of young Chinese in this country a sound means of establishing closer commercial relations between China and Great Britain. He went into the matter with characteristic thoroughness, and a scheme was sketched in broad outline. But Fate willed otherwise. "I am out of health," he said, a little ruefully I thought, and indeed a doctor was in attendance upon him. A few days later he went abroad for a brief change, and later on came the famous tour.

PRIME MINISTER'S WAR BOOK.

In literary and publishing circles there is naturally a good deal of talk about Mr. Lloyd George's new war book which is to appear in the Spring. It has been his intention to place upon record his account of the greatest catastrophe that ever came upon the world at a more or less distant period when he had retired from politics; but he has decided to let the world have the story without delay because so many ill-informed works have been issued of late.

Of course, nobody has had a better opportunity than the Prime Minister of knowing the actual facts, seeing that he was a leading actor in the mighty drama. But what interests people most of all at the moment is the stupendous sum Mr. Lloyd George is to receive for his literary labours. Some wild rumours have been afloat as to this; but I understand the price he will be paid is £20,000. It is said that at this figure he will receive payment at the rate of £1 a word!

The book is to be published by the House of Cassell, and both the serial and book rights have been secured by Sir William Berry, one of the proprietors and Editor-in-Chief of the *Sunday Times*, who is also connected with the publishing firm.

PRINCE FUND AND ROYALTY.

The announcement that the Prince of Wales is to preside at the Diamond Jubilee dinner of the Newspaper Press Fund next May suggests the comment that nobody equal in rank has previously accepted this position. The Duke of Cambridge presided in the sixties, and Prince Arthur of Connaught in 1913, at the Jubilee of the Fund; but next year's gathering will be notable with the Heir Apparent in the chair. The list of past Presidents includes many famous names, such as Charles Dickens, Gladstone, James Anthony Froude, the historian Sir W. H. Russell, war correspondents of Crimean fame, and many ambassadors, diplomats, and statesmen. The Fund is established for the relief of necessitous members of the literary departments of the Press, and for their dependents. Last May Lord Leverhulme, the Soap King, presided, and over £14,000 was raised.—H.B.

THE NEW TRADE ROUTE
TO RUSSIA.
THIS YEAR'S KARA SEA
EXPEDITION.

Two Russian steamers of 3,000 tons, the *Trotsky* and the *Arca*, left the Surrey commercial docks recently after discharging timber from Archangel, to take part in this year's Kara Sea Expedition. The new northern trade route to Siberia, opened for the first time by the Soviet Government last summer, has proved successful, and the enterprise promises important expansion when normal conditions return.

The scheme is to send out a fleet of steamers every year to the mouths of the Ob and Yenisei to exchange the agricultural machinery urgently needed by the peasants of Eastern Siberia, for the furs, hides, and other products of the country. The *Trotsky* and the *Arca* will be joined at Tromsø by three other steamers, one of which has been loaded at Liverpool and the other two at Hamburg.

The fleet is accompanied by the Russian icebreaker *Lenin*, which has been fitted out at Newcastle. It is only possible to enter the Siberian rivers for six weeks in the year. The expedition will reach the mouth of the Ob in the last week in August, and will return to England early in October.

The expedition is organised for the Russian Government by the All-Russian Co-operative Society in London ("Arcos"), which owns the steamers, buys the goods for export, and arranges the sale of the return cargoes in Western Europe. For months before the expedition arrives the Siberian goods are collected by the Soviet trade authorities throughout the vast railless regions of Eastern Siberia, and brought 2,000 miles down the Ob by barge. This year the transhipment is taking place at Nori port, about 50 miles nearer the sea than last year's depot.

About 10,000 tons of cargo, including £150,000 worth of agricultural machinery, is going out this season. Twenty thousand ploughs are in the consignment, also saws for timber working, 1,000 tons of sheep-handling twine, chemicals for use in the leather industry, as well as sporting guns, &c., for hunting. These things will be distributed throughout the country by the waterways. Some of the ploughs have been bought in Germany, the sieves and stakers in Austria, and the bulk of the remaining items from makers of agricultural machinery.

AN ADVENTUROUS JOURNEY.

The exports have been selected to satisfy the most urgent requirements of Siberian agriculture and industry, but they do not begin to meet the enormous demands of Siberia. The size of the annual shipments is only limited by the credits available. With normal trading conditions and adequate capital, it should be possible to send out a stream of steamers during the short time that the rivers are sufficiently ice-free for navigation. Produce to the value of several millions could be exported annually from Siberia by this route, and Siberia could take an unlimited quantity of Western products—including Lancashire cotton.

Before the revolution, explorers and merchants had urged the possibilities of the northern route, but all enterprises were strangled in red tape. The Soviet authorities have put up a series of wireless stations along the northern coast for the purpose of guiding and keeping in touch with the steamers. There are four stations in existence, and before the expedition left England the commander had been informed, via Archangel, of the condition of the ice.

It is an adventurous journey through deserted seas, ending in a fortnight of intense activity to get the loading and unloading done while the water is open. The mouth of the colossal river is haunted by multitudes of wild white swans, and on the banks are herds of deer. Last year on the return journey the ships were beset by icebergs and violent snowstorms, and had to plough through ice for days on end.—*Manchester Guardian*.

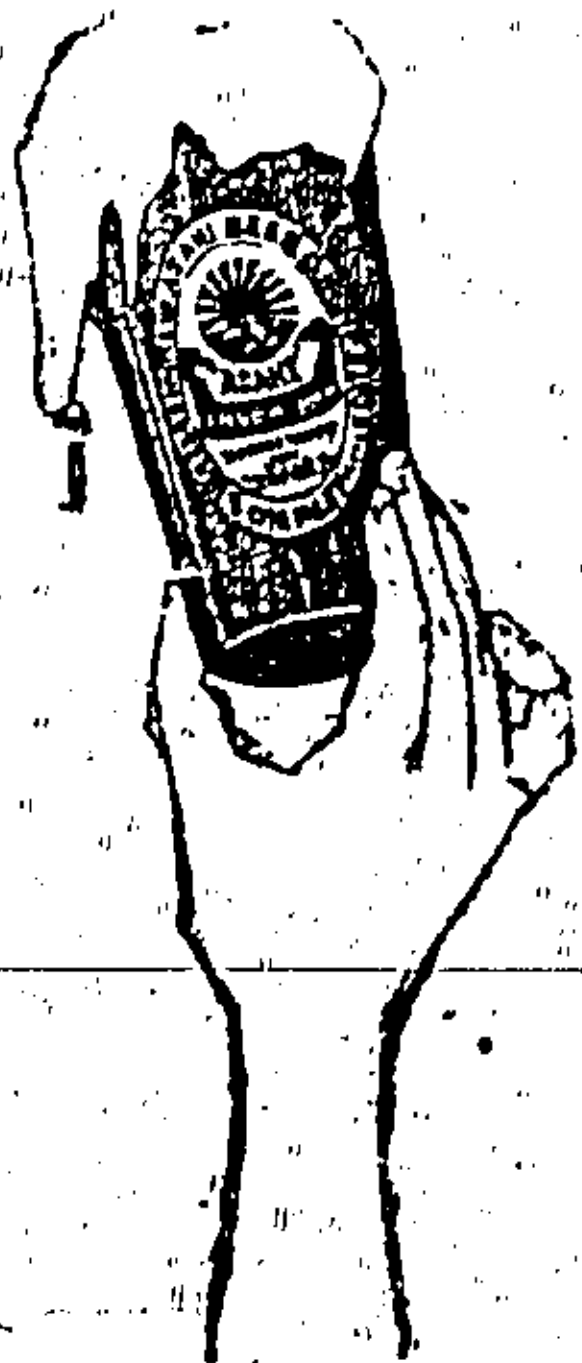
After many months of ill-health, of Mr. Reginald Bate, F.R.G.S., late R.N., one of the proprietors, and until quite recently Editor of the *North China Daily Mail*, and the *North China Sunday Times*, died at Tientsin on September 26th. Mr. Bate resigned his commission in the Royal Navy during the South African War in order to join the Irish Horse. After the war he entered the employment of the Consolidated Gold Field Company in the Transvaal, and it was while there that he met and married Miss Gipsy Maclear, daughter of the Astronomer Royal at Cape Town. It was in 1906 that he first came out to China as a civilian, joining the firm of Bush Bros. in Newchwang, to act as personal secretary to Mr. Harry Bush, and Secretary to the Cathay Mining Syndicate. He adopted journalism as a career in 1911. Some of our readers may remember that previous to the Great War, Mr. Bate displayed great keenness in organizing the Far Eastern Branch of the Legion of Frontiersmen, of which he was Commandant in this part of the world.

Reporting on the recent mutiny in Calcutta, in which a warder was killed and thirty-six injured, and nine convicts were killed, fifty wounded, and fourteen escaped, the Bengal Government state that the shooting throughout was absolutely justified. But for their decision and promptitude, the report declares, 1,800 convicts, including a large number of desperate characters, might have escaped and become a formidable danger to Calcutta.

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HONGKONG.



The actors and the journalists had no clubs and took no exercise in those days; they used to spend their idle hours at a few well-known bars; and between drinks— it was brandy-and-soda in those days; whisky-and-soda is a comparatively modern taste—discussed all things, known and unknown. They were both a short-lived race in those roystering times, as politicians were, when William Pitt was through at forty-seven and Charles James Fox at fifty-two. To-day the actor and the journalist go to the golf course, and drink but little as a rule. Lord Balfour's great services to his country as a politician are as nothing compared to the benefit he conferred by popularising golf.

At a service which Mr. Vincent had attended the service observed was not prescribed in the Prayer Book. The rector sprinkled incense before a picture of the Madonna and Child, and used holy water. The vergor stated that confessions took place in the Church in what was formerly known as the Rector's Pew. The Chancellor said the application was unopposed. The whole of the articles referred to had been placed in the church without the faculty, and were therefore *prima facie* illegal, and not having had the sanction of the Bishop. He ordered a faculty to issue for the removal of most of the objects complained of, but he added, as he had no desire to dishearten a sincere and earnest priest, and had no wish to see the church stripped of all its ornaments, he should give those responsible an opportunity of applying for a confirmatory faculty for the retention of those articles which were permissible.

More than 226,000 women received pensions from the Government because their husbands fell in the war. Of this number 74,000 have remarried.

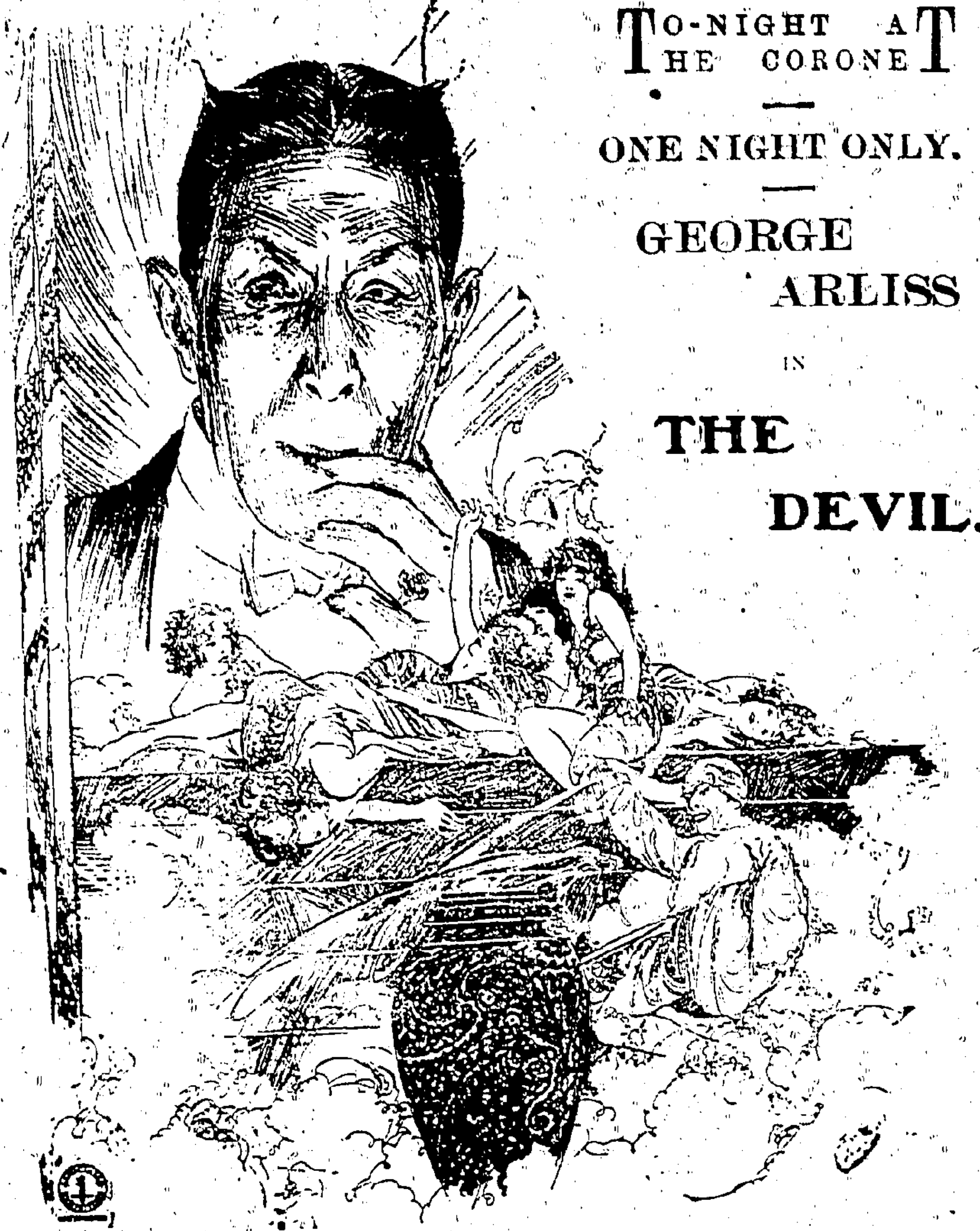
The monthly rate of remarriages of war widows, says the Pensions Ministry, during the past 15 months has been a thousand. The greatest number married during any month is about 2,000.

The pension ceases on remarriage, and in lieu of it the expensioner receives, as a gratuity, one year's pension.

Many of the widows who have remarried have children by their dead husbands.

Now claims by men to pensions are being admitted by the Ministry at the rate of 300 a week. The record in granting pensions is 25,000 in one week.

Mr. Pelland, the new Lord Exmouth, is not adopting the title. He is sending his son to the estate to act as agent. If he likes English life he will on the death of his father renounce his American citizenship, assume the title and sit in the House of Lords.



THE DEVIL.

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MR. HARDING'S VIEW OF STRIKES.

PLAIN WORDS TO BOTH SIDES.

President Harding, addressing Congress on August 18th on the industrial situation, declared that the right of employers and employees alike to conduct their own business must be recognized.

The President deplored what he termed the "warfare on the unions of Labour." The President declared that a national investigation into the conduct of the coal industry with a view to constructive recommendations was imperative. He recommended the appointment of a Government Commission to give advice in regard to fair wages and conditions.

The President referred to the "shocking crime at Herrin, Illinois, which so recently stained and horrified the country." The incident, he added, "was a butchery of human beings wrought in madness." He severely criticized recent incidents, "when the action of the railmen in deserting trains stranded in the Western Desert had revealed the cruelty and contempt for the law on the part of some railway employees who have conspired to paralyse transportation."

"These threatening conditions," said the President, "must impress Congress and the country that no body of men, whether limited in number and responsible for railway management, or powerful in numbers and the necessary forces in railway operation, shall be permitted to choose a course which imperils public welfare."

President Harding declared that the state of lawlessness was shocking to every conception of American law and order. He announced his intention to invoke the laws, civil and criminal, forbidding conspiracies hindering inter-State commerce and requiring safety in favour of the right of men to work. The President said that in both the coal and railway strikes this right had been denied by assault and violence and in some cases it had been winked at by the local authorities.

Referring to the problems requiring a solution, the President directed attention to the excess of miners over the country's needs, an excess now amounting to two hundred thousand miners more than was needed to produce the country's normal requirements. Other difficulties were interrupted transportation, sorely broken employment, failure to develop storage against enlarged demands, and inadequate quarrying. Because of these things and because the public interest demanded investigation, he was asking for authority to create a commission to make a searching investigation into the whole coal industry.

The President further urged immediate legislation to establish temporarily a national coal agency with the necessary capital to purchase, sell, and distribute coal, also legislation to make the decisions of the Railroad Labour Board enforceable and effective against carriers and their employees alike. The President did not recommend any legislation to deal immediately with the railway strike, but he declared that he was resolved to use all the power of the Government to maintain transportation and uphold the right of men to work.

"Government by law," he declared, "must and will be sustained, no matter what clouds may gather, no matter what storms may issue, no matter what hardships may attend, or what sacrifice may be necessary."

GERMAN COMPETITION IN FOREIGN TRADE.

AN AMERICAN VIEW.

The following is from the American Exporters and Importers Journal:—
As we have stated, German competition in foreign trade is proving more or less of a "bogey" and present conditions indicate that in the markets where it was most feared—South America for instance—it is already almost at an end.

With the high prices for labour the German manufacturer must pay, owing to the excessive cost of everything the workman requires for his living, increases in rentals and in railroad rates, in postal charges, in the cost of imported food-stuffs, as the government subsidies paid to exporters have been reduced or altogether discontinued, the scarcity and high price of fuel and the extravagant prices the German manufacturer must pay for his imported raw materials, as a result of the low exchange value of the mark, he is no longer able to offer his goods in foreign markets at a materially lower price than his competitors and this is already revealed in the present status of German trade in South America. There is also a distinct falling off in the quality of the goods Germany is exporting. For many of the materials formerly imported, the indefatigable German scientists and chemists have been busy producing synthetic substitutes for substances they find it difficult or impossible to obtain. The resultant products are found to be lacking in the wear, weather, and age resisting properties of those made from the bona fide materials, and low of trade is the inevitable result.

Another factor that is making itself felt in Germany's world trade aspirations, is the ambition of her merchants and manufacturers to control the rich and promising import commerce of Russia. Unable to supply the requirements of both trades, under the circumstances above described, they are, to some extent, abandoning the South American and other distant markets for the present, to devote their attention to the nearby field, a condition their competitors for the world's trade will probably not be slow to take advantage of.

All things considered, American traders have not so much to fear from German competition as was at first anticipated.

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23-17

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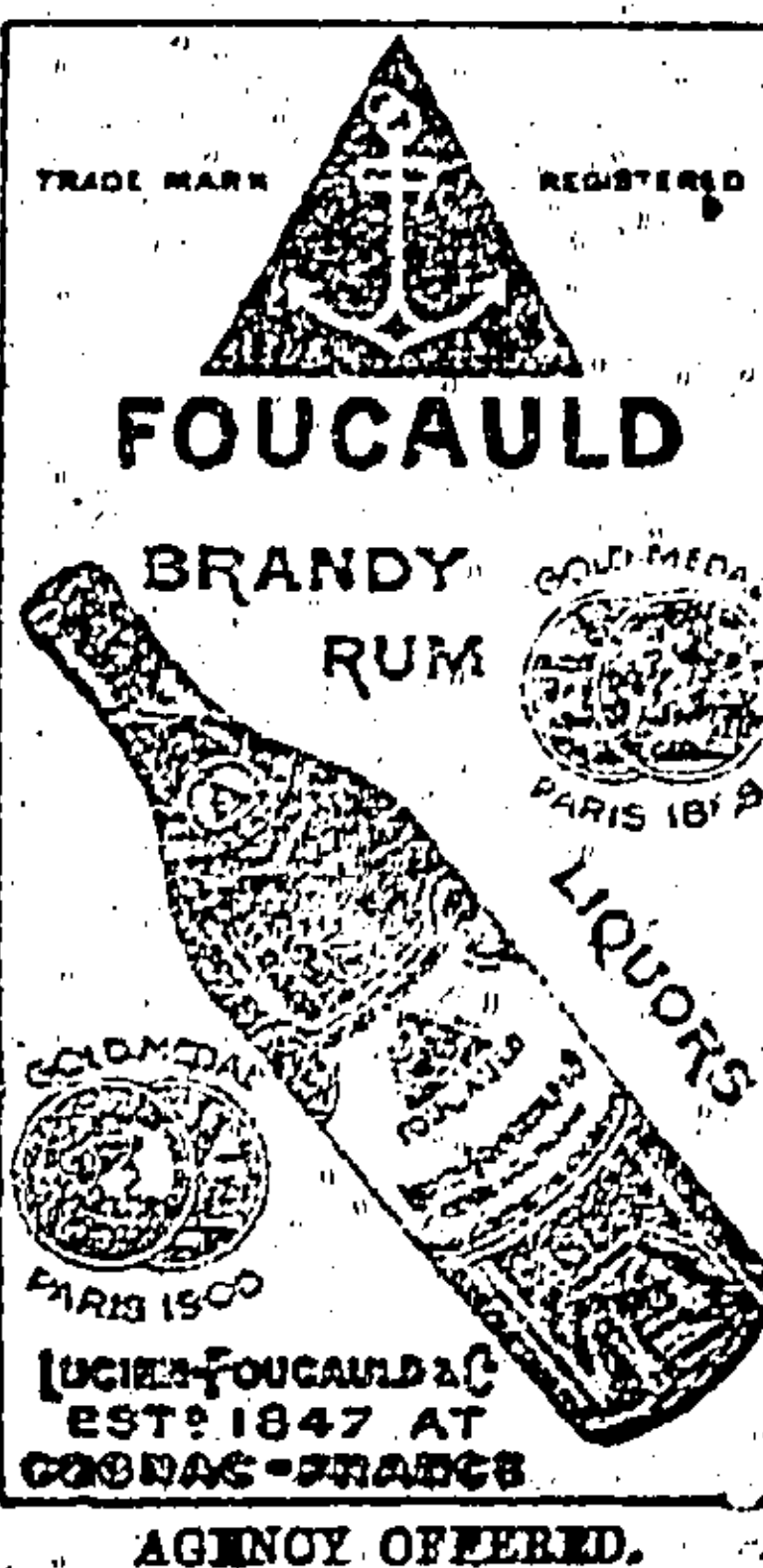
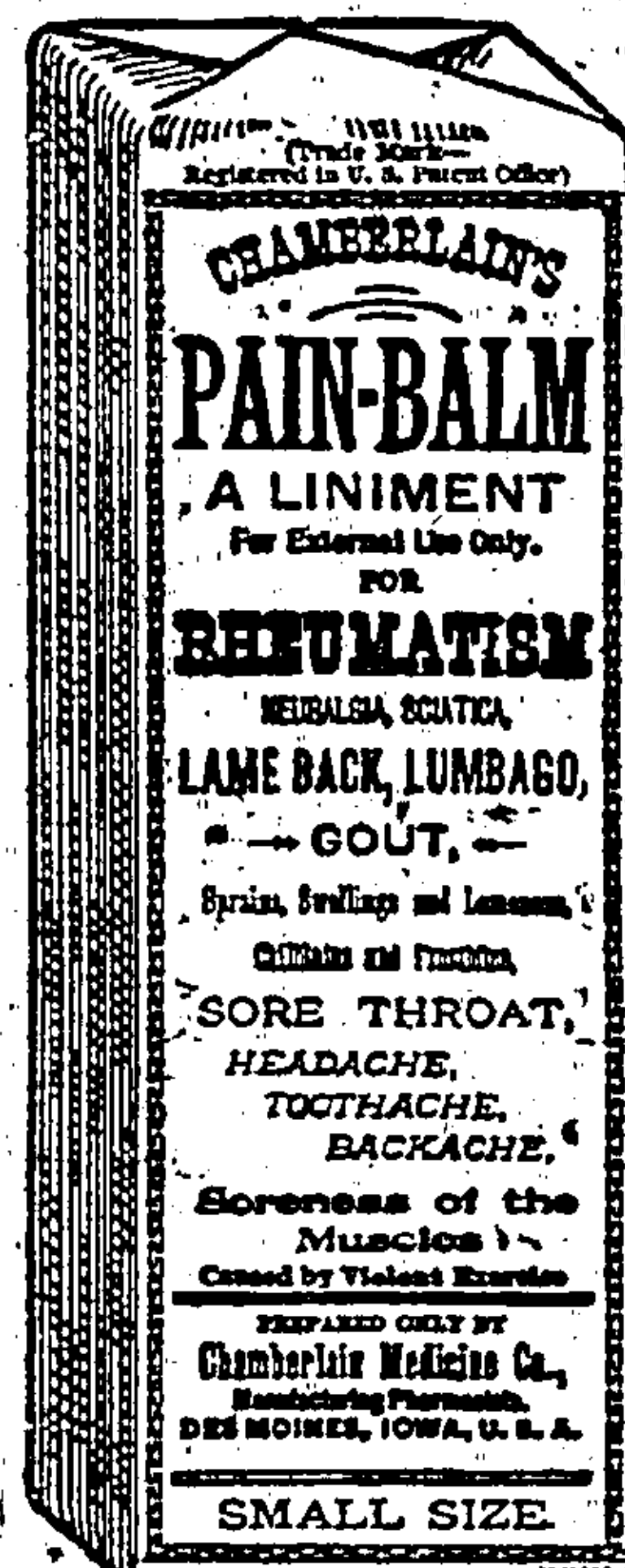
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EINSTEIN ON THE MURDER LIST.

A SUDDEN JOURNEY ABROAD.

The Leipziger Neueste Nachrichten publishes a report that Professor Einstein had cancelled his promise to deliver a lecture on the relativity theory on the occasion of the centenary celebrations of the Society of German Philosophers and Scientists, on the ground that he was going abroad for some months.

This intimation, the journal states, caused a considerable stir in learned circles as Professor Einstein's reply was received shortly after the murder of Dr. Rathenau, and it is stated, his sudden decision not to give the promised lecture was the result of his having learned that he was also on the list of those persons whose death had been decided upon by murder organisations. As the result of the arrest of a great number of the members of these societies, and of the disclosures which have been made as to their composition, efforts are now being made to persuade Professor Einstein to return to Germany in time to attend the centenary celebrations.

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SAILINGS, SUBJECT TO ALTERATION

MANILA	YUENSANG	Friday	5th Oct.	3 p.m.
SANDAKAN	MAUSANG	Friday	5th Oct.	4 p.m.
HAIPHONG via HOIHOW	LEESANG	Saturday	7th Oct.	8 a.m.
ANTUNG via SWATOW				
TSINGTAU via SWATOW	LOKSANG	Sunday	8th Oct.	D.L.
ROBE via YOKOHAMA	NAMSANG	Sunday	8th Oct.	D.L.
TSINGTAU via SWATOW				
SHANGHAI	KWONGSANG	Tuesday	10th Oct.	Noon.
BANGKOK via SWATOW	CHILDAE	Tuesday	10th Oct.	Noon.
HAIPHONG via HOIHOW	MINGSANG	Wednesday	11th Oct.	8 a.m.
TSINGTAU via SWATOW				
SHANGHAI	TINGSANG	Thursday	12th Oct.	Noon.
TIENSIN	CHONGSHING	Thursday	12th Oct.	4 p.m.
BANGKOK via SWATOW	KWANGSANG	Monday	15th Oct.	Noon.
SANDAKAN	HINSANG	Tuesday	17th Oct.	2 p.m.
ROBE	HOSANG	Thursday	19th Oct.	D.L.
STRAITS & CALCUTTA	LAISANG	Tuesday	24th Oct.	3 p.m.

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"GLENAPP"	6th October.	LONDON, ANTWERP, ROTTERDAM & HAMBURG.
"CARNARVONSHIRE"	19th October.	
"GLENGARRY"	2nd November.	
"GLENIFFER"	16th November.	

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENARIFFE"	18th Oct.	LONDON, ANTWERP & HAMBURG.
"GLENOGLE"	23rd Oct.	LONDON, ANTWERP, ROTTERDAM & HAMBURG.

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October 3rd.

Ceylon, Swedish str., 3,235 tons, Capt. A. G. Cronberg, from Singapore, with a general cargo.—Swedish Trading & Co.

Elbridge, American str., 1,725 tons, Capt. J. Olliver, from Shanghai, with a general cargo.—Struthers & Barry.

Kiku Maru, Japanese str., 1,307 tons, Capt. H. Chichi, from Keelung, with coal.—O.S.K.

Typhoon, Dutch str., 3,000 tons, Capt. J. Blankert, from Dalat, with a general cargo.—J.C.I.L.

October 4th.

Chihaya Maru, Japanese str., from Canton.

Chunyang, British str., 1,105 tons, Capt. C. R. More, from Kobe, with a general cargo.—J.M. & Co.

Georgi, French str., from Canton.

Haitan, British str., 1,181 tons, Capt. E. Jones, from Haiphong, with a general cargo.—Man Wing S.S. Co.

Hydrange, British str., 561 tons, Capt. W. J. Collom, R.N.R., from Swatow, with a general cargo.—Chin On S.S. Co.

Kanchoon, British str., from Canton.

Kwangshih, Chinese str., 1,536 tons, Capt. N. Maclean, from Shanghai, with a general cargo.—C.M.S.N. Co.

Leizang, British str., from Canton.

Passat, Norwegian str., 1,774 tons, Capt. C. Faye, from Saigon, with rice.—Kai Yue.

Saila, British str., 3,171 tons, Capt. K. Jenkins, from Bombay, with a general cargo.—Mackinnon, Mackenzie & Co.

Sinkang, British str., 1,616 tons, Capt. C. W. Packott, from Shanghai, with a general cargo.—B. & S.

Wah-shan, British str., 3,441 tons, Capt. M. H. Scott, from Singapore, with a general cargo.—Thien Kow.

CLEARANCES.

October 3rd.

Chihaya Maru, for Keelung.

Palrice, for Shanghai.

Nanyang, for Chioo.

Sushu Maru, for Canton.

Tai Sze Ma, for K. C. Wan.

October 4th.

Apsy, for Canton.

Armenestan, for Singapore.

Ceylon, for Shanghai.

Devaungye, for Saigon.

Duen Samud, for Bangkok.

Ganza Maru, for Canton.

Kanchoon, for Shanghai.

Kwangshih, for Canton.

Passat, for Canton.

President Jackson, for Shanghai.

Proetus, for Bangkok.

Sinkang, for Canton.

Takao Maru, for Haik Papan.

Tengo Maru, for Keelung.

PASSENGERS.

ARRIVALS.

Per s.s. *Ceylon*, on October 3rd.—Capt. Hansen.

Per s.s. *Stella*, on October 4th.—Mr. and Mrs. W. Wood and child, Miss King.

TO DEPART.

Per R.M.S. *Empress of Russia*, on October 5th.—Mr. M. M. Axlerood, Mr. and Mrs. W. E. Beckley, Mr. and Mrs. W. V. D. Campbell, Mr. and Mrs. W. Van Cuyck, Mr. Edwin Dunn, Mr. C. R. Drayton, Mr. W. E. Van Epps, Mr. and Mrs. De Fleming, Mr. J. C. Gale, Mr. Philip Gockchin, Mr. J. B. Harrison, Mr. Chas. Kohler, Mrs. M. Kelley, Mr. B. M. Lillie, Lieut. and Mrs. C. de Luz, Mrs. M. E. MacDonald, Mr. and Mrs. M. Piastro, Miss Arica and Master Boris Piastro, Mr. J. Parsons, Mr. J. B. Reeves, Mr. M. Ribeiro, Mr. H. Rostron, Mrs. S. C. and Miss S. L. Shattuck, Mr. Alex. Sussman, Miss L. M. de Souza, Miss Gladys Souza, Miss Fernanda P. Silva, Mr. E. S. M. Stewart, Mr. P. D. Sutherland, Mr. C. S. Turner, Mr. J. Tippen, Mr. H. L. Waldon, and a number of Chinese saloon passengers.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Sardinia* arrived at London on October 3rd.

The N.Y.K. s.s. *Hakone Maru* (European line) left Kobe for Hongkong via Moji on October 3rd, and is expected here on October 12th.

The E. & A. Co.'s s.s. *St. Albans* left Manila for this port on October 4th, a.m., with the outward Australian mails, and is due here on October 6th, at about 6 p.m.

The s.s. *Funneus* (Blue Funnel) arrived at New York on September 30th.

The s.s. *El Templar* (Blue Funnel) for Marseilles, Havre and Liverpool left Shanghai on October 3rd, is due here on October 6th, and will be despatched at noon, on October 7th.

The s.s. *Albatross* (Blue Funnel) left New York on September 29th for this port, and is expected to arrive here on or about November 29th.

The s.s. *Uchuan* (Blue Funnel) left Port Said on September 29th for Marseilles, Havre and Liverpool.

S.S. "TUNGSHING."

STRANDED IN SWATOW HARBOUR.

MESSRS. JARDINE, MATHESON & CO. LTD., General Managers, Indo China Steam Navigation Co., Ltd., Hongkong, are prepared to receive TENDERS for the temporary repair, floating, and delivery of the above steamer her stores, apparel and tackle, and to be the Harbour of Swatow, in a condition for proceeding to Hongkong.

Permits for inspection of vessel as she now lies, will be issued on application to the above.

VESSELS EXPECTED.

Achilles (Blue Funnel), due October 26th.

Albatross (N.Y.K.), due October 11th.

Albatross (N.Y.K.), due October 10th.

Albatross (Blue Funnel), due to-day.

Albatross (N.Y.K.), due October 9th.

Bellerophon (Blue Funnel), due October 19th.

Benary (Ben Line), due October 6th.

Changsha, due October 20th.

Dongola (P. & O.), due October 5th, about 8 a.m.

Osaka Maru (N.Y.K.), due October 10th.

Polyphemus (Blue Funnel), due October 7th.

President Lincoln (P.M.), due October 21st.

President Taft (P.M.), due October 10th.

Tunda (B.L.), due to-day.

Tosa Maru (N.Y.K.), due October 9th.

Wakam Maru (N.Y.K.), due October 12th.

Yangtze (Blue Funnel), due October 12th.

WEATHER REPORT.

Oct. 4th, at 11.15.—Pressure has decreased slightly at Vladivostok, Shanghai and Guam. It is nearly stationary at other reporting stations.

There are indications of typhoon forming in the neighbourhood of Guam. The anticyclone in central near Weihaiwei. Fresh monsoon may be expected along the E. coast of China, and an easterly light monsoon over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m., 4th Oct., 0.19 inch. Total since January 1st, 66.51 inches, against an average of 76.77 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT FORECAST

Hongkong to Gap Rock { N.E. winds, fresh; fair.

Formosa Channel { N.E. winds, strong.

South coast of China between { The same as Hongkong and Lamook { No. 1.

South coast of China between { The same as Hongkong and Hainan { No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 4th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 3 p.m.
Barometer	29.85	29.91	29.92
Temperature	80	71	79
Humidity	57	77	67
Wind Direction	N	N	E
Force	3	2	2
Weather	0	0	0
Rain	0.00	0.00	0.18

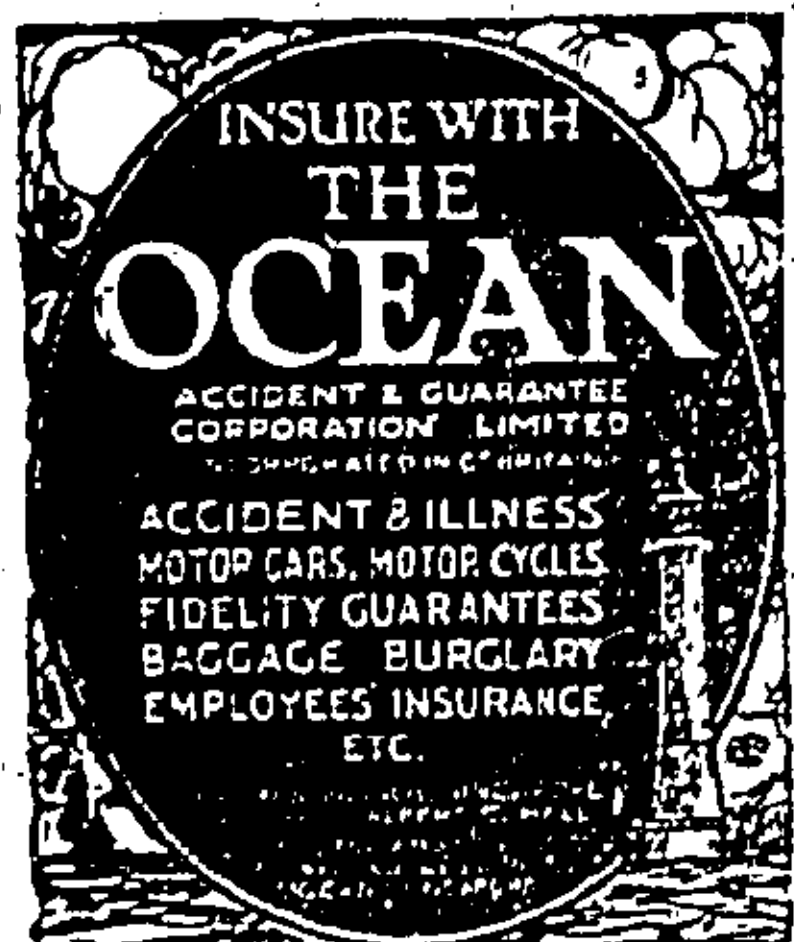
Highest open-air Temperature on 3rd — 83

Lowest open-air Temperature on 4th — 70

HONGKONG TIDE TABLE.

From Oct. 5th to 11th, 1922.

Day of Week	HIGH WATER.			LOW WATER.		
	Day	Time	Height	Day	Time	Height
Thur.	5	8 53	6 5	5	3 41	2 7
Fri.	6	9 30	6 4	6	2 17	2 4
Sat.	7	9 58	6 2	7	3 54	2 3
Sun.	8	10 43	6 0	8	4 28	2 1
Mon.	9	11 32	5 7	9	5 6	2 1
Tue.	10	10 44	7 0	10	4 47	2 2
Wed.	11	11 19	7 0	11	5 15	2 2
		1 14	4 9		6 34	2 2
		11 59	7 0		5 44	2 8



SHANGHAI OFFICE—

44, PEKING ROAD.

AGENTS for Hongkong

and South China.

DODWELL & CO., LTD.

TELEPHONE 1034. 2, QUEEN'S BLDG.

MARTIN'S

APOLASTEE

PILLS

A French Remedy for all Liver Affections.

The following is a list of the names of the various

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CANADIAN PACIFIC STEAMSHIPS LIMITED

CANADIAN PACIFIC FARES TO ENGLAND.

Empress of Canada, Empress of Australia, Empress of Russia, Empress of Asia,
CONNECTING WITH
Empress of Scotland, Empress of France, Empress of Britain, Empress of India,
First Class
\$620.50 GOLD
Second Class
\$442.84 GOLD
Second Class
\$412.84 GOLD
EMPERESS OF CANADA & EMPERESS OF AUSTRALIA
EMPERESS OF RUSSIA & EMPERESS OF ASIA

CONNECTING WITH

Montreal, Montreal, Montreal,
New Oil Burning, Tonnage 16,000 tons, Steamers.

\$566.58 GOLD
\$402.84 GOLD
\$372.84 GOLD
First Class
Second Class Pacific
EMPERESS OF CANADA & EMPERESS OF AUSTRALIA
Third Class Atlantic
Second Class Pacific
EMPERESS OF RUSSIA & EMPERESS OF ASIA
Third Class Atlantic

All above fares include First Class Railway Accommodation.
Sleeping Car Fares, Vancouver to Montreal: Compartment \$72; Lower Berth \$25.60.

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Telephone: Central 752. Hongkong Office. Cable Address: GACANPAO.

CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS

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AN UNSURPASSED HIGH CLASS PASSENGER SERVICE

FIRST CLASS FARE TO EUROPEAN PORTS
Minimum Rate U.S.G. \$577.07
Maximum Rate U.S.G. \$820.50
First Class Accommodation Throughout.

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

via Shanghai, Nagasaki, Yokohama and Honolulu.

s.s. "NANKING" s.s. "CHINA" s.s. "NILE"
Oct. 23rd. Nov. 27th. Dec. 12th.

Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

s.s. "GORJISTAN" s.s. "GORJISTAN"

To Swatow and Amoy. To Singapore, Batavia, Semarang, Sourabaya.

Oct. 6th, 10 a.m.

s.s. "ARMANESTAN" s.s. "ARMANESTAN"

To Swatow and Amoy. To Singapore, Batavia, Semarang, Sourabaya.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco by weekly sailings for principal Atlantic Ports.

CHINA MAIL STEAMSHIP CO., LTD.

PAKING BUILDING, 100 HONG KONG STREET,
TELEPHONE: PASSENGER DEPT., TEL: FREIGHT DEPT. & AGENT,
Central No. 1924. Central No. 2181.
CABLE ADD: "CHIMAIL."



REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Hoihow & Pakhoi

s.s. "HOZUI MARU" on or about 12th Oct.

FOR KEELUNG via Swatow & Amoy

s.s. "TAIKWA MARU" on or about 14th Oct.

For further particulars, please apply to—

Branch Office: No 27 Bankman Street, West Tel. Central No. 154.

Top Floor, King's Building Tel. Central No. 140.

FOR EUROPE AND AMERICA

India, Australia, &c.

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of the

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Is given of the

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Canton: Messrs. A. S. WATSON & Co.

N. Y. K.

SAILINGS SUBJECT TO ALTERATION

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports.

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

YOKOHAMA MARU ... Monday, 23rd Oct., at 11 a.m.
KAGA MARU ... Friday, 10th Nov., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

HAKONE MARU ... Friday, 13th Oct., at 11 a.m.
SUWA MARU ... Wednesday, 25th Oct., at 11 a.m.

HAMBURG via LONDON, ROTTERDAM.

LIVERPOOL via MARSEILLE.

TOYORASHI MARU ... Tuesday, 24th Oct.

SYDNEY & MELBOURNE via Manila, &c.

YOSHINO MARU ... Tuesday, 17th Oct., at 11 a.m.
AKI MARU ... Tuesday, 14th Nov., at 11 a.m.

NEW YORK, via PANAMA.

MATERASHI MARU ... End of October.

NEW YORK via Suva.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAI'S

SOMBAY via Singapore and Colombo.

AWA MARU ... Thursday, 16th Oct.

CALCUTTA via Singapore, Penang & Bangkok.

TOSA MARU ... Sunday, 8th Oct.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Friday, 13th Oct., at 11 a.m.

BANGHAI, KOBE & YOKOHAMA.

AKITA MARU (Kobe Direct) ... Wednesday, 11th October.

MISHIMA MARU ... Thursday, 12th Oct., at 11 a.m.

For further information apply to— NIPPON YUSEN KAISHA

Telephone: Central Nos. 297 & 332. K. H. KAMEI, Manager.

STRUTHERS & BARRY.

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

11. "CITY OF TOKIO" ... 20th Oct. ... Shanghai, Kobe & Yokohama.

HOMEWARDS.

11. "CITY OF SYDNEY" ... 10th Oct. ... London, Antwerp, Rotterdam, Hamburg & Glasgow.

PASSENGER SERVICE.

11. "CITY OF PARIS" ... mid. Dec. ... Marseilles & London.
 11. "CITY OF YORK" ... beg. Feb. ... Marseilles & London.
 11. "CITY OF SINGAPORE" ... mid. March ... Marseilles & London.
 11. "CITY OF POONA" ... mid. April ... Marseilles & London.

Subject to change without notice.

For further particulars apply to—

THE BANK LINE, LTD.

REISS & CO., CANTON.

(Tel. Central 780)

[3]

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

11. "ANTIOCHUS" ... via Suez Canal ... 5th October.
 11. "CITY OF MELBOURNE" ... via Suez Canal ... 15th October.
 11. "BELLEROPHON" ... via Suez Canal ... 25th October.
 11. "KENTUCKY" ... via Suez Canal ... 5th November.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, THE BANK LINE, LTD., HONGKONG

(JOHN SWIRE & SONS, LTD.)

REISS & CO., CANTON.

[75]

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT

DESTINATION.	STEAMER & DISPLACEMENT.	SAILING DATE.
HONGKONG KORE & YOKOHAMA	"PORTHOUS" 20,000	On or about 12th Oct.
	"CHAMBERD" 13,000	On or about 27th Oct.
HAIPHONG, SAIGON, PHNOM PENH, COLOMBO, SUEZ & PORT SAID	"ANGERS" 15,000	On or about 17th Oct.
	"AZAY LE RIDEAU" 15,000	On or about 31st Oct.
	"PORTHOUS" 20,000	On or about 14th Nov.
	"CHAMBERD" 13,000	On or about 28th Nov.

COMMERCIAL LINE

ORAN, PORT-LEUCON, "LE DE MISSISSY" ... Mid-Oct.
 HAVRE, DUNKERK, "MEINAM" ... 1st part Nov.
 ANTWERP, "COM. RAMEL" ... 1st part Dec.

ALSO SERVICE TO BORDEAUX (ON APPLICATION)

For further particulars, etc., apply to

CONSIGNATION-TRANSIT-

REPRESENTATION.

Telephone Central 745.

A. JORARD,

Acting Agent,

Queen's Building.

DOUGLAS STEAMSHIP CO., LTD**HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodations for First-Class Passengers. Electric Light and Fans in cabins. Saloons and Excellent cuisine.

FOR

SWATOW AMOY & FOOCHOW

(AND RETURN)

(Occupying 9 or 10 Days)

HAIPHONG ... Capt. W. S. Turnbull ... Thursday, 5th Oct., at 10 a.m.
 HAIPHONG ... Capt. W. C. Pasmore ... Tuesday, 10th Oct., at 1 p.m.

Arrival and Departures from the Company's Wharf (near Elsie Tower)

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.,

General Manager

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

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THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

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Apcar and
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MAIL AND PASSENGER SERVICES

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PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KALYAN"	8,987	11th Oct., 11 a.m.	Marseilles, London & Antwerp.
"SICILIA"	6,703	17th Oct.	Singapore, Penang, Colombo & Bombay.
"MANTUA"	11,000	25th Oct.	Bombay, Marseilles, London & Antwerp.
"DONGOLA"	8,066	8th Nov.	Marseilles, London & Antwerp.
"NANKIN"	7,000	22nd Nov.	do.
"KARMA"	9,000	6th Dec.	Bombay, Marseilles, London & Antwerp.
"KARAGAR"	9,000	27th Dec.	Marseilles, London & Antwerp.
"PLASSY"	7,390	10th Jan., 1923	do.
"SARDINIA"	6,580	24th Jan.	do.
"TILLMORE"	8,863	7th Feb.	do.
"DELTA"	8,097	21st Feb.	do.
"KALYAN"	8,987	7th Mar.	do.
"KASHMIR"	8,841	21st Mar.	do.
"KHYBER"	8,014	4th Apr.	do.

BRITISH INDIA - APCAR SAILINGS

"EGRA"	5,108	9th Oct.	Singapore.
"JAPAN"	6,000	15th Oct.	Singapore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (North)

"ST. ALBANS"	45,000	1st Nov.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
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Frequent connections from Australia with the following—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. [San Francisco, etc.]
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"SICILIA"	6,702	6th Oct. D.L.	Shanghai.
"TANDA"	7,000	7th Oct.	Amoy & Kobe.
"ST. ALBANS"	4,500	7th Oct. 4 p.m.	Amoy, Kobe & Yokohama.
"DONGOLA"	8,063	9th Oct. 10 a.m.	S'hai, Amoy, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Baggage must declare their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in East of the Indies at their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Passes for the day previous to sailing will be received at the Company's Office up to Hong Kong on the day previous to sailing.

For further information, Passage Fares, Freight, Lashbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central, HONGKONG.

Agents.

[1]

O. S. K.**SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.**

LONDON, HAMBURG, ROTTERDAM, ANTWERP & MARSEILLES—

Monthly direct service via Singapore and Port Said.

AMAZON MARU ... Saturday, 11th Nov.

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DUBAI & CAPE TOWN ... PASSENGER SERVICE.

"PANAMA MARU" ... 21st Oct.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE VIA SINGAPORE.

"HIMALAYA MARU" ... Friday, 13th Oct.

SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.

"KIRIBU MARU" ... Friday, 6th Oct.

CALCUTTA via SINGAPORE & RANGOON.

"SAIGON MARU" ... Sunday, 8th Oct.

VICTORIA, VANCOUVER, SEATTLE & TAOOMIA—via Dairen—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Colon.

"HAYRE MARU" ... Friday, 13th Oct.

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Kobe & Osaka.

"ANNAN MARU" ... Friday, 6th Oct.

KEELUNG via SWATOW & AMOY—These Steamers have excellent accommodation for 1st and 2nd class saloon passengers.

"KATO MARU" ... Every Sunday, Noon.

TAKAO via SWATOW, AMOY.

"BOSHU MARU" ... Friday, 6th Oct.

Tel. Central No. 4080.

Y. YASUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "GAELIC PRINCE" ... End of November.

For Freight and full particulars apply to—

FURNES (FAR EAST) LIMITED,

(Incorporated in Great Britain),

25, George's Buildings.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS

For	Steamer	To	Sail	D.L.
SHANGHAI & TSINGTAO	"KANCHOW"	On	5th Oct.	4 p.m.
SAIGON	"KANSU"	On	5th Oct.	4 p.m.
AMOI & SHANGHAI	"SUIYANG"	On	6th Oct.	D.L.
HAIPHONG	"FOOCHOW"	On	7th Oct.	7 a.m.
SHANGHAI & TSINGTAO	"SINKIANG"	On	7th Oct.	Noon.
SHANGHAI	"LUCHOW"	On	8th Oct.	4 p.m.
HOIHOW, PAKHOI & HAIPHONG	"KAIKONG"	On	10th Oct.	7 a.m.
HOIHOW	"CHINAN"	On	10th Oct.	7 a.m.
WEIHOW, CHEFOO & TIENHSIN	"HUICHOW"	On	10th Oct.	4 p.m.
SWATOW, SHANGHAI & TSINGTAO	"YINGCHOW"	On	10th Oct.	4 p.m.
TIENHSIN	"TIENHSIN"	On	13th Oct.	4 p.m.
AMOI & SHANGHAI	"SOOCHOW"	On	13th Oct.	4 p.m.
SHANGHAI & TSINGTAO	"SUNNING"	On	14th Oct.	4 p.m.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO
 Excellent Saloon accommodation, amplitudes, Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai avoiding the inconvenience of transshipment at Weasung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to— BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.), Agents.

CARGO & BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Manila & Australian Ports
"TAIYUAN"	—	2nd Oct.
"OHANGSHA"	—	8th Oct., 3 p.m.
		20th Oct., 3 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

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SAN FRANCISCO via SHANGHAI, KORE, YOKOHAMA and HONOLULU.

S.S.	LEAVES HONGKONG	ARRIVES SAN FRANCISCO
"PRESIDENT TAFT"	Oct. 14th	Nov. 5th
"PRESIDENT LINCOLN"	Oct. 25th	Nov. 15th
"PRESIDENT PIERCE"	Nov. 8th	Nov. 20th

Sailings and Fares Subject to change without Notice.

HONGKONG-CALCUTTA SERVICE.

CALCUTTA via SINGAPORE, PENANG and RANGOON.

S.S. "LAKE FAULK"	Oct. 7th, 5 p.m.
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TAMPA INTER-OCEAN S.S. CO.

FOR HAVANA, GALVESTON, NEW ORLEANS, MOBILE, TAMPA, BALTIMORE & NEW YORK.

S.S. "ETHANALLEN"	Oct. 10th
S.S. "HANOVER"	Nov. 8th
S.S. "PATRICK HENRY"	Dec. 7th

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone Central 141; Cable Address "SOLANO," Agents at Canton—REISS & Co.

[3]

DODWELL & CO., LIMITED.**REGULAR SAILINGS TO NEW YORK & BOSTON**

For NEW YORK & BOSTON via SUEZ

S.S. "KENDAL CASTLE"	sailing on or about 15th November.
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LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEBANT.

BLACK SEA & DANUBE PORTS.

FUMES having been accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "TRIESTE"	sailing on or about 11th October.
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FOR BRINDISI, VENICE & TRIESTE

S.S. "TRIESTE"	sailing on or about 28th October.
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Passenger's Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

S.S. "UMLAZI"	sailing on or about 31st October.
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Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED.

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